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PENNSYLVANIA APPALACHIAN DEVELOPMENT PLAN

SUPPLEMENT FOR 1974

VOLUME III
UNABRIDGED NARRATIVE STATEMENTS SUBMITTED
BY LOCAL DEVELOPMENT DISTRICTS

COMMONWEALTH OF PENNSYLVANIA
MILTON J. SHAPP, GOVERNOR

OFFICE OF STATE PLANNING AND DEVELOPMENT
A. EDWARD SIMON, DIRECTOR

JULY 1973

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Prepared with financial assistance provided by the Appalachian Regional Commission, authorized under Sec 302 of the Appalachian Regional Development Act of 1965, as amended, 40 App. U.S.C. 302.

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INTRODUCTION

The narrative statements contained in this Volume were prepared by local development districts according to a set of general guidelines suggested by the Office of State Planning and Development. The narrative statements are unedited and appear as they were submitted. Lists of recommended projects are omitted. They may be referred to in Volume I of this report. The guidelines were as follows:

Guidelines for Preparing Narratives for the Appalachian Plan Supplement, FY73-74

Each Local Development District is to prepare a report which will accompany the lists of Appalachian projects recommended by the District for the 1973-1974 program year. The completed report should be returned to the Office of State Planning and Development in Harrisburg by May 1. Following are the guidelines for preparing the report:

(1) for each economic activity area (EAA) in your District, write a 2 or 3 page narrative containing: (a) a section describing serious problems affecting the quality of life in the EAA and an analysis of how these problems have obstructed growth and development in the area; (b) a section that establishes some goals for development in the EAA, with priority rankings; and (c) a section that identifies specific policies and actions needed to reach the goals.

(2) for each EAA in your District, list all Appalachian projects being recommended for the 1973-1974 program year and assign a rank to each project to indicate its relative importance and degree of

urgency in relation to all other projects listed. The most important project should be ranked "1", and the least important project should carry the lowest rank. (i.e., the highest number). There are to be no ties.

(3) for the District taken as a whole, write a 5 or 6 page narrative summarizing problem conditions, development goals and the policies and actions needed to reach the goals specified.

(4) also at District level, list all Appalachian projects recommended by the LDD for the 1973-1974 program year and assign a rank to each project to indicate its relative importance in relation to all other projects recommended. In ranking these priorities a determination will have to be made, for example, whether a particular vocational education facility proposed in one EAA is more important, in a regional planning context, than a vocational education facility in some other EAA within the District. It will also be necessary to make judgments about the relative importance of a vocational education facility in one EAA, as compared to an access road project in some other EAA.

(5) in accomplishing the work elements described above, the most important requirement is that the analysis of problems and goals be relevant to the decisions that are made in ranking project priorities. In your discussion of "actions" needed to reach the goals, focus on those actions that are within the purview of the Appalachian program. Obviously, you are to make maximum usage of the results of the opinion survey in formulating EAA and District goals and priorities. At the very least, we should expect a high degree of association between the rank ordering of priorities, as shown on the lists of Appalachian

projects, and the relative importance attached to EAA problems, goals and actions, as specified in the opinion survey.

NORTHEAST ECONOMIC DEVELOPMENT DISTRICT

The Economic Development Council of Northeastern Pennsylvania

Introduction

The Economic Development Council of Northeastern Pennsylvania is the Local Development District serving seven counties in Pennsylvania's northeast quadrant: Carbon, Lackawanna, Luzerne, Monroe, Pike, Schuylkill and Carbon. The Council was officially designated as a certified LDD by Executive Order of the former Governor of the Commonwealth of Pennsylvania, Raymond P. Shafer, on June 28, 1968.

The Economic Development Council of Northeastern Pennsylvania (EDCNP) has been in existence since 1964. It is a private non-profit corporation which combines the resources of the public and private sectors, and functions as a research, planning, and development agency. The Board of Directors represents both the private and public sector, with all 21 County Commissioners serving on the Board. An Executive Committee of 32 meets on a monthly basis. The staff numbers over 30, of whom 2/3 are professional.

In addition to the Council's designation as the Certified LDD under the Appalachian Program, it is the Agency responsible for the Administration of several Federal and State Programs for the seven county regions. These designations include (1) certification as the Economic Development District for programs of the Economic Development Administration, (2) the Regional Clearinghouse under the Project Notification and Review System (PNRS), (3) the Operation Breakthrough agency with cooperation of the Pennsylvania Office of State Planning and Development, the Department of Community Affairs, and the Department of Commerce, and (4) certification of the Council as the Regional Personnel Service Center for Northeastern Pennsylvania under the Inter-governmental Personnel Act of 1970.

Furthermore, on August 23, 1972, the EDCNP was designated by the Federal Regional Council and the Pennsylvania Department of Community Affairs as the agency to coordinate long range flood recovery planning, including coordination of renewal and community development programs. On August 28, the Pennsylvania Office of State Planning and Development further designated EDCNP to coordinate the more immediate flood recovery efforts of local and regional agencies in order to avoid duplication of effort and to assume that these high priority programs are expeditiously processed, adequately funded, and implemented.

These designations, which represent but a few of the EDCNP's many activities have significantly aided the Council in fulfilling its responsibilities of providing coordinative and technical assistance in regional economic development efforts. The EDCNP traditionally has been the primary regional catalytic force in Northeastern Pennsylvania, bringing together diverse interest groups to help them articulate and solve their mutual problems; cooperating with the hundreds of local and county governments and public and private agencies toward regional growth and development.

CRITERIA FOR SETTING PROJECT PRIORITIES

In order to equitably and consistently set priorities for eligible projects which should receive Appalachia funds for a diverse seven-county area and over diverse categories of projects (access roads, vocational/technical schools, human resource programs, water and sewer systems, etc.), the Economic Development Council believes that it is important to have a standard set of criteria to evaluate projects. Although not all-inclusive as far as criteria which may be relevant, the following were explicitly considered this year:

- A. "Regional impact: Is the area served sufficient to help meet the need? Is the base of support regional? Is the area served large enough to provide for economies of scale (efficient)?
- B. Flood related nature: Will the project be a significant aid to the flood recovery effort?
- C. Impact:
 - 1. Economic (jobs, taxes, etc.)
 - 2. Social
 - 3. Environmental
- D. Relationship to identified economic activity areas and problems and goals as specified in the opinion survey.
- E. "Go - No Go" effect: Would ARC funds enable a project to be successful when otherwise it might not be possible?
- F. Community Need: What is the relative socio-economic condition of the area served and what resources are available for the project (tax base, e.g.)?

- G. Eligibility for other Federal or State aid: Can EDCNP or the sponsor find other sources of basic or supplementary grants?
- H. Relationship to area needs as identified in the Appalachia Development Plan and other Council research.
- I. Project Status:
 - 1. in relative to time
 - 2. if basic grants have been received on Section 214 supplemental requests

DISTRICT 3 NORTHEASTERN PENNSYLVANIA

The Northeastern Pennsylvania Local Development District is composed of the counties of Carbon, Lackawanna, Luzerne, Monroe, Pike, Schuylkill and Wayne. This 4,400 square mile area has a population of 873,891, according to the 1970 Census.

Physically the Northeastern Pennsylvania Local Development District is similar to many other areas in Appalachia. The "Anthracite Counties" of Schuylkill, Luzerne, Lackawanna and parts of Carbon are punctuated by a series of ridges and wide fertile valleys. The "Pocono Counties," Monroe, Pike, and Wayne, however, are more diverse and have an abundance of lakes and streams.

The District is drained by two of State's major river systems, the Susquehanna and the Delaware. The Susquehanna is joined by the Lackawanna River roughly in the center of the Scranton/Wilkes-Barre urban area and then generally flows to the southwest. The other two rivers in the District, the Schuylkill rising in Schuylkill County and the Lehigh which begins in Wayne County, flow to the southeast. Both of these eventually join the Delaware River.

In the last several decades the economy of the Northeast Pennsylvania Local Development District has undergone a major restructuring. Once dominated by mining interests and known only as the home of anthracite coal, today the regional economy is highly diversified. The region is recognized as a major recreation and tourism center, in addition to being a center for manufacturing, distribution and commerce.

Economic restructuring has resulted from efforts of a number of local industrial development organizations, aided by improved transportation, a conscientious labor force, proximity to major markets, and Federal and Statewide efforts to promote economic growth.

The development of a network of major highways, including I-80, I-81, I-81E, I-84 and the Northeast Extension of the Pennsylvania Turnpike, has, when combined with proximity to the East Coast megalopolis, greatly facilitated travel within the region, and between the region and the rest of the country. Industries have been increasingly willing to consider the area for plant location, while in earlier times they might have gone elsewhere due to difficulties of shipping goods to market or of obtaining adequate supplies in a limited geographic area. The interstate highway system has also stimulated growth in tourism and secondhome developments.

While much has been done to improve economic conditions, the economic development task is far from complete. There is a continuing need to diversify vocational opportunities in the interest of broadening economic activity and up-grading human resources and incomes. A major area of concern for the future is that of providing a suitable infrastructure of community facilities to support present needs and provide a base for future population growth. Moreover, wages and incomes still lag behind national averages. To a large degree, the lag is a reflection of the dominance of low-skill, labor-intensive manufacturing industries such as textiles, apparel, tobacco and leather goods. The average manufacturing wage or salary payment in the District is only about 85 percent of the national figure, indicating the unfavorable industry mix of the region. Similarly, per capita personal incomes are also only about 85 percent of the national average.

These economic changes have been reflected in population changes in the district. The "Anthracite Counties"--with generally larger populations--have continued to lose population while the Pocono counties have continued to gain. The losses have been considerably alleviated from earlier decades, however, and the gains have increased. The result is that the population for the entire district declined only slightly in the decade before 1970--a little over one percent.

The region's population, as recorded in the U.S. Census, peaked in 1930. While losses have been recorded in each of the four succeeding decades, most of the decline took place after 1940. The 1970 population of the seven counties of Northeastern Pennsylvania was about 80 percent of the 1940 level. The rate of decline since 1940, however, has diminished substantially as out-migration has been curbed by improved economic opportunity.

The out-migration of young people from the area has long been a problem. The economic rebirth of the last several years, however, has done much to reduce the out-migration losses below the rate of natural increase. There is also evidence of a long-run trend toward in-migration.

Not all counties shared in the regional loss. The more rural, recreation-oriented Pocono Mountains Counties experienced strong gains. They appear to be emerging as nodes for future economic activity, despite the continued nationwide trend of losses in agricultural areas. Monroe, Pike and Wayne Counties combined have gained almost 10,000 persons. Development is now proceeding at a rapid pace in this area continues to draw the attention of land developers and second-home owners.

Recreation and tourism is the fastest growing industry in Northeastern Pennsylvania and has had a substantial impact on regional population. With the large influx of second-home owners and tourists, peak-season (summer) population far exceeds that recorded by the Census on April 1, 1970.

Over the decade, population declined in the more urban counties of Carbon, Lackawanna, Luzerne, and Schuylkill by almost 20,000 persons. About 60 percent of the total loss was concentrated in Schuylkill County. These counties have been adjusting for a number of years to the decline of anthracite mining. As mining waned, employment opportunities in the area disappeared. Large numbers of persons were forced to search for better employment opportunities elsewhere.

In the mid-Sixties the decline in employment leveled out. Since that time the size of the labor force and the number of persons employed has increased significantly. Since the inter-relationship between employment and population is strong, there is some justification for belief that population actually increased between 1965 and 1970, although not at a rate sufficient to entirely offset losses in the first part of the decade.

In Northeastern Pennsylvania the out-migration of young persons has long been a major problem, although it now appears to be under control.. The large-scale out-migration of past decades has caused the local age distribution of the population to differ somewhat from the national pattern.

Between 1960 and 1970 the age composition of Northeastern Pennsylvania's population changed significantly. The trends toward an older population continued as relative increases were recorded in the 65-and-over group and relative decreases took place in the group under 18 years of age. This trend is also occurring at the state and national levels.

In 1960 the region's median age was 12 percent above the state median age and 21 percent above the national figure. For 1970, the figures are 16 percent and 28 percent respectively. The marked difference in median age is a reflection of migration patterns. While Northeastern Pennsylvania has lost young persons through out-migration, large numbers of older people came into the region. Many are natives who left the area years ago and are returning for retirement. Also, older persons have moved into second-home developments in the Poconos. Some of these developments are becoming retirement communities.

The median age declined in three of the seven counties in the region over the last decade. The decrease occurred in those counties which experienced population stability or increase during the period. In Carbon, Luzerne, and Schuylkill counties the median age increased; and in Lackawanna County it was unchanged. The region's population loss was also concentrated in the former three counties.

In the Scranton-Wilkes-Barre metropolitan area the population loss occurred as a result of out-migration combined with a low birth rate and high death rate. The latter characteristics are due mostly to the disproportionate numbers of elderly people in the population.

Net migration for the decade just past was only a trickle compared to that in the previous decade, dropping from 155,000 persons to between 24,000 and 28,000 persons. However, out-migration still exceeded in-migration. Population growth for the region hinges on the success of stemming the flow of out-migration or spurring the flow of in-migration. Altering birth and death rates, the other determinants of population change, are less subject to local influence.

The racial composition of the region is almost entirely white. The 1970 Census reveals only about 5,400 non-whites in the Northeastern Pennsylvania region, or about .6 percent of the District population. In 1960 there were about 3,500 non-whites in the District, or .4 percent of the population. Within the District only two counties--Monroe and Wayne--have a non-white population over one percent.

District Analysis:

Problems, Goals, and Actions for Development in Appalachian Pennsylvania:
An Opinion Survey of the Office of State Planning and Development.

The opinion survey entitled, "Problems, Goals and Actions for Development in Appalachia Pennsylvania," was prepared by the Governor's Office of State Planning and Development and, for our particular purposes, reflects public opinion present in the Northeast Region of Pennsylvania. This Region is divided into Economic Activity Areas, seven of which are covered by the opinion survey. These include the Scranton/Wilkes-Barre, Honesdale, Matamoras-Milford, Hazleton, Stroudsburg, Tamaqua/Palmerton and Pottsville activity areas. Parts of Northern Schuylkill County are included in the Shenandoah-Shamokin EAA, and are served by the Susquehanna Economic Development Association (SEDA).

The survey results are interesting and aim directly at the fragmented governmental structures dominant in Northeastern Pennsylvania. (There are 418 governmental units) However, the results suffer somewhat in overall validity when three factors are considered. Firstly, the Seven-County Region of Northeastern Pennsylvania varies in population size and concentration, topography, degree of industrialization, economic development and potential. The Region's people are concentrated primarily in the Lackawanna and Luzerne Counties as in its industry and wealth. On the other hand, Pike and Wayne Counties are predominantly rural and are much smaller in both area and population size. Secondly, the survey results reflect the opinion of less than fifty persons; and thirdly, these persons are upper-middle or lower-high class white collar workers who hold various executive positions.

Prior to further analysis it is necessary to review current region trends. In 1973, despite the Agnes Disaster, the economy of Northeastern Pennsylvania has made great gains. It is a certainty that:

1. The long term economic trend in the region is upward: Total employment has grown from 310,000 in 1958 to about 347,000 in November, 1972, and a moderate upward trend in population is evident.

2. Economic diversification is taking place: For a region whose economy was highly dependent on mining, the area has a diversified economic base with 38% of the labor force employed in manufacturing. Non-manufacturing industries are registering steady increases.

3. Incomes are improving: While per capita income in the region is still only about 82% of that for the United States, strong gains were registered in the 1960-70 period and into 1973.

4. Unemployment is being reduced: From a high of 15.7% in 1958, the November 1972 figure was approximately 5.2%, close to the U.S. average.

5. The area has strong assets for future development: Northeastern Pennsylvania's proximity to major east coast markets, almost unexcelled highway access to those markets, and the availability of labor at reasonable wage levels are major assets. Access to recreation and the absence of many complexities of urban life are also key factors for future development.

Further economic development will depend on the regional progress in solving other major progress in solving other major problems. Particular to opinion survey results, regional problem solving will enhance economic development, and at the same time, improve the quality of life for inhabitants of Northeastern Pennsylvania. Categorically, survey problem areas can be subdivided under the following headings:

1. Community Planning and Related Problems
2. Economic Problems
3. Ecological Problems
4. Social Problems

The accompanying graph illustrates further the problems most severely affecting the quality of life in Northeastern Pennsylvania.

According to the survey, the single-most important problem affecting the quality of life in Northeastern Pennsylvania is the "attitudes of community leadership." The preponderance of inefficient public officials in the Region seems to be a commonly held belief. Whether or not the problem lies with the quality of the individual officials or with the institutional framework they work within, the problem of too many local governments with overlapping jurisdictions and inefficient services deserves a number one ranking. The absence of community planning fits in this subheading also.

Closely related to these serious community and governmental problems are the following problems of economic development: a lack of adequate housing, insufficient employment opportunities, low levels of per capita income, and the out-migration of the quality labor force. These problems have been previously explained the introductory remarks about the Region. The ecological problem of water pollution and the social problem of scarce health care services and facilities are, of course, important but are far outweighed by those community and economic problems already discussed.

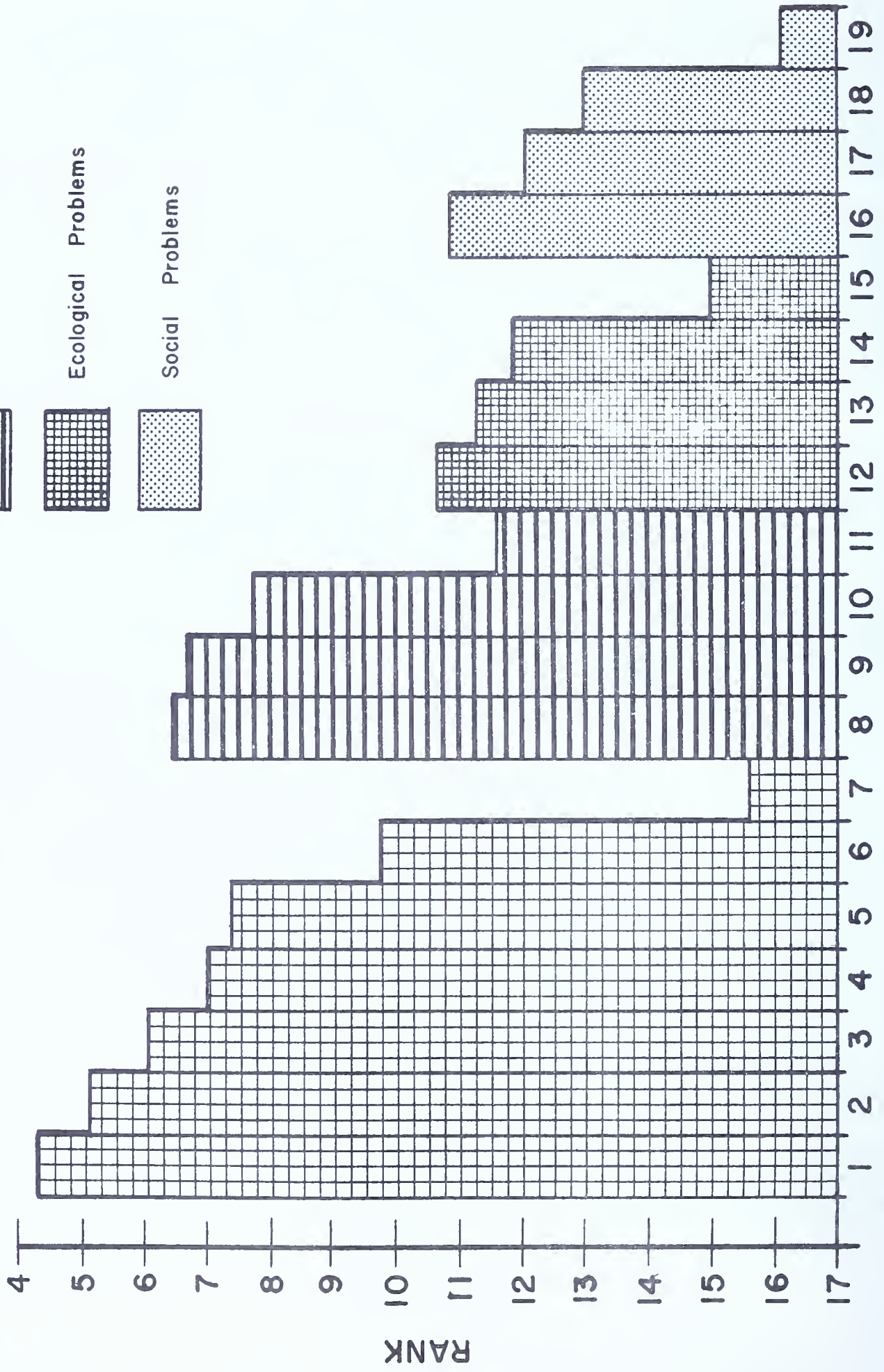
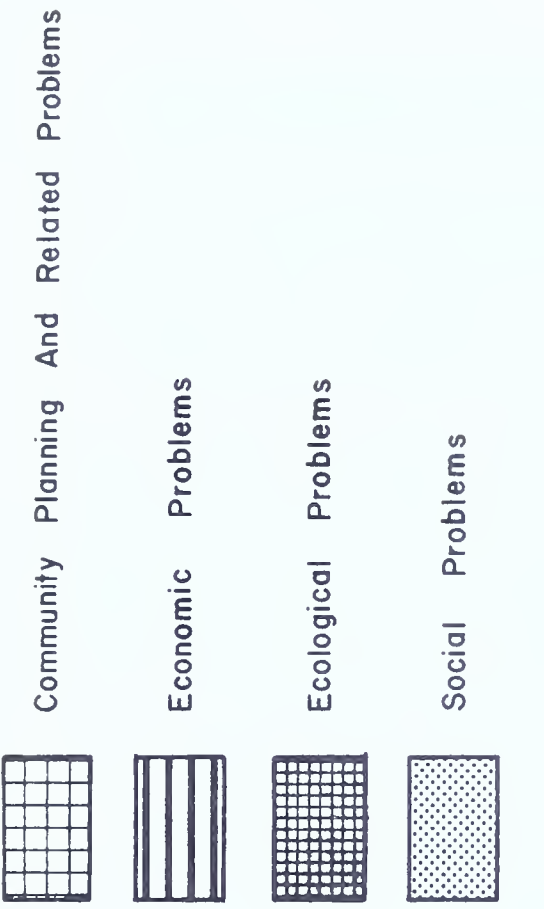
Not surprisingly, the goals voted most important for development in Northeastern Pennsylvania were "improved local government operations and institutions" and "increased economic development." While designated as problem areas, progress is occurring: Politically the move for reform in the region is taking shape in Charter Study Commissions at both the county and city level. Economically, there are today, Regional, County, and municipal agencies are working cooperatively with industrial development corporations seeking to bring growth industries into the area and keep it here.

The specific actions recommended for achievement of the proposed goals of the region include the establishment of a regional government followed by consolidation of taxing jurisdictions and area-wide services such as police and fire protection. While these results strongly favor decisive action in terms of a new government large enough, strong enough, and responsible enough to rehabilitate the Region as a whole, such an event seems still something for the future (the possible exception being consolidated services on a limited basis). The opinion survey also indicates a desire to attract new industries in manufacturing and services as well as the development of distribution and storage facilities within each of the region's EAA's.

Specific interest is also shown in three other areas: mine area restoration; improved community mass transit, including rail and bus passenger service; and improved protection from natural disasters such as flooding. The last objective, of course, is fresh in people's minds. Mass transit is a problem faced by everyone. Rail passenger service is almost gone from the Region and the lack of bus service has caused great concern. Problems of mine water flooding, subsidence, and the like, all dictate mine area restoration.

In summary, modernization of local government is recognized as the number one concern for action in of Northeastern Pennsylvania. It is felt that if progress can be made in this specific problem area, subsequent growth and development will occur in the other problem areas. The strong neighborhood and town identity found in Northeastern Pennsylvania, while an asset in some respects, is often a hindrance to solving broad economic, environmental, and social problems. However, evidence of the evolution of a regional identity can be seen in the fact that area organizations are increasingly developing common positions on issues vital to "Northeastern Pennsylvania."

ANALYSIS OF REGIONAL PROBLEMS



ITEM NUMBER

Based on the OSPD Opinion Survey
Problems, Goals and Actions For
Development in Appalachian Pennsylvania

Community Planning & Related Problems

Item #	Rank
1. Attitudes of community leadership	4.219
2. Lack of adequate housing	5.084
3. Absence of community planning	6.049
4. Visual appearance of the community	7.024
5. Lack of controlled physical development	7.400
6. Transportation access	9.826
7. Population growing too rapidly in relation to the resource structure	15.569

Economic Problems

8. Insufficient employment opportunities	6.485
9. Low level of per capita income	6.720
10. Out-migration of quality labor force	7.731
11. High incidence of poverty	11.630

Ecological Problems

12. Water pollution	10.724
13. Land erosion & sediment	11.219
14. Air pollution	11.897
15. Noise pollution	14.950

Social Problems

16. Availability of health care services & facilities	10.899
17. Crime & juvenile delinquency	12.047
18. Availability of other basic community services	13.124
19. Other problems	16.187

Note: The graphical representation of these items and their corresponding rankings are shown on an inverted scale so that the most important items appear large as compared to the rest when in fact the **most important items** have the smallest point ranking.

THE IMPACT OF AGNES

On June 23, 1972 Tropical Storm Agnes hit Northeastern Pennsylvania causing one of the most devastating natural disasters in the nation's history. Upwards of 25,000 dwelling units and hundred of businesses were destroyed or damaged, as well as tremendous damage to roads, public facilities, utilities, and educational institutions.

The immediate impact of the flood was widened as the cleanup began: emergency housing set up in nearby communities subjected municipal services to sudden strain; sanitary landfills were prematurely exhausted by gargantuan amounts of debris; construction workers were and continue to be in heavy demand, while unemployment soared; decent housing, in short supply before the flood, became extremely scarce.

In addition to this staggering impact on the urban heartland of Northeastern Pennsylvania, the wet weather preceding the flood and widespread flash flooding left few areas of the seven counties in Northeastern Pennsylvania untouched. Agriculture has been disrupted over most of the region. Tourism has also been adversely affected. The impact of the flood is not only regional in geography, it is also regional because of the interdependence of the devastated areas--economically and socially--with the linear city which extends from Carbondale to Nanticoke.

In the ten months since the flood a great deal has been accomplished by local, state, and federal agencies to aid in flood recovery efforts. Despite a semblance of normalcy, long-term problems still exist which will require several years of concerted work on the part of all agencies involved.

What follows below is a partial list of aggregate statistics which highlight the initial damages wrought by the flood and also additional statistics which point to recovery efforts initiated to date.

Flood Damages

- The cost of recovering from the damage is estimated at upwards of \$3 billion dollars in Pennsylvania alone - much of it needed in the Wyoming Valley.
- Over 70,000 people in the Wyoming Valley alone had to evacuate during the flood. A high percentage of the evacuees were over 60 years old.
- Upwards of 25,000 dwelling units were damaged or destroyed by the flood.
- The entire central business district of Wilkes-Barre was inundated - water, much debris filling the basements and first floors of scores of commercial establishments. A minimum of 2,728 commercial establishments, comprised of 1,605 retail trade, 278 wholesale trade and 845 selected service units in the Wyoming Valley area were directly or indirectly affected by the flood. In 1967 these concerns sold \$416,487,000 worth of goods and services, or 80 percent of all the sales and receipts of firms in the area.

The toll goes on as illustrated by the following list:

- Five commercial shopping center complexes completely flooded.
- 150 manufacturing firms experiencing either direct damage or dislocation as a result of the flood. Employment in these firms totaled 11,335 in 1970.
- \$49 million dollars damage to roads and bridges in Luzerne County alone.
- 30,000 customers were without electric services during the peak of the flood.
- 100,000 telephone customers out of service during the peak of the flood.
- Schuylkill County damages were initially estimated at \$13.5 million.
- Carbon County damages in the \$3 million range.
- Wilkes, King's and Luzerne County Community College suffered \$17.7 million in damages.
- 12 public and private libraries extensively damaged.
- 34 public elementary and secondary school buildings damaged. Total losses, including payments to school districts for use as disaster centers, are set at \$24.8 million.
- 14 private schools damaged with losses amounting to \$9.7 million.
- Two hospitals flooded with heavy losses to equipment, laboratories and administrative offices.
- 41 social service organizations suffered either physical losses or curtailment of programs as a result of the flood.
- 38 churches and three synagogues directly affected by the flood.

Flood Recovery Program

The pertinent facts and figures listed above point out to a certain extent the impact of the flood in Northeastern Pennsylvania. To counterpoint the extent of damages wrought by the flood with what has been done since the flood, the figures listed below are indicative in part of the massive amount of resources which have been mobilized to aid individuals, businesses and essential public and private institutions and facilities.

Agnes Recovery Act: Passage of the \$1.8 billion Agnes Recovery Act by the United States Congress to deal with the Agnes disaster.

Disaster Relief Act of 1970: Amended to allow low interest loans to flood victims and extend the amount of loan forgiveness from \$2,500 to \$5,000.

State Aid: \$150 million approved by the State Legislature shortly after the flood to aid in recovery efforts.

State Bond Issue: \$100 million bond issue, approved by Pennsylvania voters in the November 1972 elections. These funds will provide the state share for urban renewal projects.

Property Tax Rebates and Aid to Local Governments: Property tax rebates to flood affected property owners and tax revenue loss payments to local governments were approved by the Pennsylvania Legislature.

Farmers Home Administration (FHA) Disaster Loans: FHA disaster loans for Luzerne, Lackawanna, and Wyoming Counties are designed to provide emergency loans to farmers suffering damages to their farms as well as loans for housing. To date, FHA has approved 802 emergency loans for \$4,029,000 and 20 housing loans for \$120,000 for rural residents in these three counties.

Economic Development Administration (EDA) Flood Related Public Works Projects: Public Works projects in the region were developed as a result of the flood and funded by EDA in the amount of \$22.7 million. These projects are designed to stimulate employment in the flood areas. Projects ranged from: developing industrial parks, municipal buildings, and sewer systems, to the partial funding for the new Luzerne County Community College.

EDA Technical Assistance Programs: EDA has funded technical assistance programs in the amount of \$2.3 million for flood related projects. Technical assistance programs enable local officials and regional agencies to assist individuals, businesses and local governments in dealing with flood related problems.

Appalachian Regional Commission (ARC) Agnes Mine Subsidence Projects: A total of \$10.5 million has been made available by ARC for flood related mine subsidence projects. Six projects have been developed as a result of this program.

Office of Emergency Preparedness (OEP) Reimbursements for Federal-Related Expenses: A variety of expenses incurred by a local government and other related public agencies in the post disaster recovery efforts were reimbursed by the Office of Emergency Preparedness. Expenses included are: debris removal, street repair, damages to public buildings and publicly owned utilities. As of January 1973, OEP had approved the following reimbursements:

<u>County</u>	<u>Amount</u>
Carbon	\$ 182,521
Lackawanna	185,916
Luzerne	35,450,992
Monroe	26,390
Pike	----
Schuylkill	1,952,248
Wayne	57,226
Regional Total	\$ 37,855,293
State Total*	108,305,358
Regions as % of State	35%

* State total includes reimbursements to the Commonwealth as well as individual county totals.

Educational Facilities Restored: Estimated improvements needed for flood damaged public and private schools and colleges amount to \$52.3 million. The greater portion of these expenses will be covered by provisions of Federal disaster legislation.

Emergency Housing: As of April 13, 1973, the Department of Housing and Urban Development was still maintaining 7,661 temporary housing units in the Wyoming Valley, which are broken down as follows:

- 2,195 units in group mobile home sites.
- 3,468 units in private home sites.
- 1,685 units in leased housing.
- 313 units in government owned facilities.

Disaster Urban Renewal Program Initiated: As a direct result of the flood, 19 urban renewal projects will be undertaken in the region (18 in Wyoming Valley and one in Schuylkill County). Federal funds earmarked for these projects amount to \$189.3 million dollars. The Commonwealth of Pennsylvania will provide the local share for the projects (amounting to approximately one fourth of the total).

Interim Assistance Program: As part of the disaster urban renewal programs, HUD and the Pennsylvania Department of Community Affairs (DCA) instituted the Interim Assistance Program which was designed to provide permanent repairs to flood-damaged homes to make them suitable for occupancy and speed up the rehabilitation process.

The program, funded for nine urban renewal projects, allocates \$20.3 million (\$14.1 million Federal and \$6.2 million State).

Small Business Administration (SBA) Disaster Loans: By mid-April, 1973 SBA had received 33,416 applications for disaster loans to homeowners and businessmen. These loans (approved and pending) amount to over one half billion dollars and apply to the eleven counties serviced by the Wilkes-Barre office of SBA. (Counties covered: Bradford, Carbon, Columbia, Lackawanna, Luzerne, Monroe, Pike, Sullivan, Susquehanna, Wayne and Wyoming.)

The SBA disaster loans are low interest loans with a \$5,000 forgiveness clause. The greater portion of the SBA loans are in the Luzerne County area. An aggregate breakdown of the loans is as follows:

<u>Application Type</u>	<u>Number</u>	<u>Amount</u>
Home Loans approved	29,202	\$ 226,595,000
Home Loans pending	196	N.A.
Home Loans Supplemental*	8,679	31,522,000
Business Loans approved	2,884	160,347,000
Business Loans pending	469	95,957,000
Business Loans Supplemental*	287	5,279,000
Total	33,416	\$ 519,700,000

N.A. - Not available

* Supplemental loans - Loan applicants filed for additional funds.

Unemployment in Flood Areas Decreases: Unemployment in the Wilkes-Barre/Hazleton labor market area has continued to decrease. For March 1973, Bureau of Employment Security statistics reveal an unadjusted unemployment rate of 5.0 percent. Seasonally adjusted, this represents a rate of 4.8 percent unemployment. These figures are in marked contrast to the 33.2 percent rate in June 1972 immediately following the flood and the 16.9 percent rate for August 1972.

Pennsylvania Department of Commerce Business Loans: \$16.6 million in short-term low-interest loans to 57 flood affected companies in Northeastern Pennsylvania have been provided by the Pennsylvania Department of Commerce. These firms employ 8,153 persons. The State total for loans granted under this program amounted to \$28.8 million.

Measures of Increased Economic Activity in Luzerne County: Pennsylvania Business Survey Reports issued by the Pennsylvania State University, College of Business Administration include several measures of increased economic activity in Luzerne County by the end of 1972 (as compared with 1971).

- Department store sales increased by 37 percent.
- Non-residential construction increased by 18 percent
- Residential construction increased by 4 percent.
- Total business construction increased by 12 percent.
- Manufacturing payrolls increased by 20 percent.
- Bank deposits increased by 34 percent.

The Future - Unresolved Issues and Opportunities

The figures presented above provide some indication of the massive mobilization of local, State and federal resources to aid in the recovery from Agnes. By no means does it reflect the immense amount of human suffering and loss brought on by the flood. Indeed, critical problems still remain, and pending governmental actions may further aid disaster victims in Pennsylvania.

The lessons of Agnes should be applied to Federal, State and local responses to future disasters. Some of the unresolved issues and needs are outlined below.

Housing: The Wyoming Valley faces an immediate housing crisis. Within the next two years, urban renewal programs will acquire 3,000 residential structures. A recent survey by the Economic Development Council indicates that there is an immediate need for at least 5,000 additional housing units in the Wyoming Valley.

State Grants to Flood Victims: Legislation has recently been passed in the State Legislature allowing grants, not to exceed \$3,000, for flood-affected homeowners.

Catastrophic Insurance: Passage of the National Catastrophic Disaster Insurance Act would aid in minimizing governmental expense resulting from natural disasters and provide coverage to property owners on an insurance basis. The frequency and scale of disasters across the nation continue to illustrate the need for this proposed legislation.

3-1 SCRANTON/WILKES-BARRE ECONOMIC ACTIVITY AREA

Scranton/Wilkes-Barre is the largest urban area in the Northeast District. A total of 49.2 percent of the District's people live in the 40-mile continuous urban area stretching from Forest City southwest through the Lackawanna and Wyoming Valleys to Nanticoke. Here on about 5 percent of the District's land are about 42 percent of the manufacturing jobs and a large percentage of the retail sales. A good proportion of both people and jobs--approaching half of the District total of each--is found in the 54 municipalities lining the valleys around Scranton and Wilkes-Barre.

Perhaps as important as the 66,600 manufacturing jobs located in this economic activity area is the concentration of wealth, talent and community resources. In this compact economic activity area, covering approximately 192 square miles, Scranton and Wilkes-Barre have been the recognized leaders for over a century. Both cities developed as centers of anthracite mining and railroading in the canoe-shaped Northern Anthracite Field that extends from Carbondale to Nanticoke. Before anthracite mining fell into a steep slump in 1930, Scranton had grown to 143,000 population, but dropped rapidly to 111,400 by 1960. Its 1970 population of 103,600 is less than it was at the turn of the century. Wilkes-Barre's 1930 population was 86,600, which it maintained for a decade before losses began. By 1960 it was down to 63,600, and by 1970 there was a further decline to about 58,900.

The combined population of these two cities--162,500--is only about one-third of the total of 525,100 in the Scranton/Wilkes-Barre economic activity area, but the influence of the two cities extends throughout and beyond the Wyoming and Lackawanna Valleys. In other districts, Kingston's 18,300 people would constitute a distinctive center. The same could be said for Dunmore, with a population of 17,300, of Nanticoke (14,600), Carbondale (12,800), and several other important communities. These and other communities in the Wyoming and Lackawanna Valleys date back to the early 19th Century and grew up with anthracite mining. All were manufacturing communities, as well with even the smallest of them typically having 10 or 15 manufacturers employing at least 500 workers.

Though urban population has declined in recent years, this long valley city and its immediate hinterland has a total population larger than any other Standard Metropolitan Statistical Area in the State except Philadelphia and Pittsburgh. Its economy is capable of self-regeneration and of pushing itself forward. Surrounding the 162,500 population in the center cities is an urban fringe containing 271,700 people and a hinterland with 90,900 people. Recent designation of the Northeast Pennsylvania SMSA (Lackawanna, Luzerne, and Monroe Counties) was made by the U.S. Office of Management and Budget. This newly formed SMSA ranks 56th in population among the nation's 267 SMSA's and rank collectively in the top 20 percent of the U.S. metropolitan areas. This will provide Northeastern Pennsylvania with greater visibility as a major marketing area, and could have significant impact on the future of this EAA and the region.

No other manufacturing industry approaches the importance of apparel in the economy of the Scranton/Wilkes-Barre area. Nine others--food processing, fabricated metals, electrical machinery, leather, tobacco, printing and publishing, paper, textiles, and non-electrical machinery--comprise the other major manufacturing industries.

Most plants are relatively small employers so that despite the heavy concentration of workers in the apparel industry, no single employer dominates the area as was true in the days of coal mining and railroading. This healthy diversification is off-set, however, by the concentration of low-wage paying industries in the manufacturing sector.

This activity center is served by six private colleges, two Pennsylvania State University campuses, a community college, two junior colleges and several business schools. There are also nine vocational and trade schools in operation or in various stages of planning.

Air service for the activity center and for the entire District focuses around the Wilkes-Barre/Scranton Airport. It serves ten destinations, including Boston, Detroit, Cleveland, Philadelphia, New York, and Washington on a non-stop or one-stop basis. In addition, there are about ten small private and commercial fields scattered throughout the area. It is also served by the Erie-Lackawanna, Lehigh Valley, Delaware and Hudson, and Central New Jersey Railroads and is traversed by the Northeast Extension of the Pennsylvania Turnpike and Interstate Routes 80, 81, 81E and 84.

Scranton/Wilkes-Barre: Analysis of Problems, Goals and Actions

Problems:

The greatest problem facing this EAA, and in particular, the Greater Wilkes-Barre Area, will continue to be the continuing recovery efforts brought on by Tropical Storm Agnes. The traditional problems of the region have been multiplied significantly. Recovery is the ultimate problem, goal, and action. Other related problems affecting the quality of life in this area include, in ranked order, the attitudes of community leadership, a lack of adequate housing, insufficient employment opportunities, and an absence of community planning. These problems all radiate from a common source: the lack of an integrated autonomous governmental structure with a responsibility and an accountability for the political, social, and economic well-being of the area and a degree of power and authority equal to that responsibility.

Attitudes of community leadership: Leadership itself cannot be blamed for this problem. An unusually large number of municipal governments, with their own elected officials and appointed officers, has created a fragmented and independent structure, one not conducive to strong community leadership.

Lack of Adequate Housing: Over 25,000 units were affected throughout the Greater Wilkes-Barre area. Great measures must be taken in the problem area, as the age of the existing houses on the average is quite high. Over 80% of the housing units were built prior to 1940.

Insufficient employment opportunities: Although there are problems to overcome, progress is evident. Examination of 1972 economic data establishes the fact that the region's recovery from the June flood is well underway. Despite the flood's impact, the key indicator of economic well-being, the level of unemployment, averaged 7.3% for the seven-county region in 1972--a rise of 1.2 percentage points since 1971. The region's total labor force increased 2.3%, from 343,000 in 1971 to 351,650 in 1972 and total regional employment increased 1.2% from 322,000 in 1971 to almost 326,000 in 1972.

Goals and Actions:

Very much related to the problems of the area previously discussed, the most important goals for development in the area were "improved local government operations and institutions" and "increased economic development," ranking one and two respectively. Another highly regarded goal was improved community physical development. These three goals alone, if accomplished, could reshape and redirect the area in terms of progress and efficiency. No doubt spurred by strip mine

sites, culm dumps, mine water flooding, subsidence, and related air and water pollutions, a goal clearly emphasized for the area is improved environmental quality.

Improve local government operations: The survey sites the establishment of a regional government as well as consolidation of taxing jurisdictions and area-wide services as specific actions deemed necessary. There exists a continuing need for strengthening the institutional capacities of local governments to better serve the people. Post-flood cooperation among municipalities demonstrated multi-jurisdictional approaches to areawide problems can work.

Increased economic development: A diversified, well-developed economic comeback can make the area better than ever before. Continued development and economic well-being will be sought through selective industrial development policies, the development of planned and attractive industrial parks, and the attraction of service industries. Assistance in the term of access roads, housing programs, vocational-technical school, and supplemental grants programs will be requested from the Appalachian Regional Commission.

Improved community physical development: The region has long suffered an "image" problem. Mining was the major occupation. The culm piles, voids, subsidence, mine fires and gaseous odors became an accepted way of life to many inhabitants. The problem of past mining practices must be curbed by enforceable legislation. Current programs such as a regional promotion campaign, now underway, and aggressive public relations projects is correcting an image no longer true.

Improved Mass Transit: Pertaining to the goal of improved transportation services, the survey dictates a need for improved community mass transit, including rail and bus passenger service, improved inter-area mass transit, and improved community highway transportation and cargo transport. As major railroads have pleaded bankruptcy, the Scranton/Wilkes-Barre area has over the years lost much of its freight service and virtually all of its passenger service. Bus services are similarly in sad shape. Air pollution, noise pollution, gasoline price increases, etc. all encourage increased mass transit.

3-2 HONESDALE ECONOMIC ACTIVITY AREA

Honesdale is an economic activity area in central Wayne County comprised of Honesdale Borough with population of 5,200 and an urban fringe of 1,600. The surrounding rural hinterland contains 4,800 people.

Honesdale is the Wayne County seat and was once an important depot for anthracite coal being shipped from Carbondale to New York City. Before the end of the 19th Century it lost that role and became instead a small governmental, agricultural and manufacturing center. Today over half of its 1,198 manufacturing jobs are in two apparel plants. Other leading industries are furniture, printing and textiles.

Information on non-manufacturing employment in the activity area is not available. Data for the Honesdale-Matamoras labor market, of which the activity center is a part, indicate that manufacturing is the dominant employment sector for the region. Major non-manufacturing employers were wholesale and retail trade, at 6,400 in 1970, and services at 4,200. This reflects the tourism and recreation orientation of the area.

Honesdale: Analysis of Problems, Goals and Actions

Problems:

The attitudes of community leadership as well as the availability of health care services and facilities rank equally most important as serious problems of the EAA. Insufficient employment opportunities and lack of adequate housing are of secondary concern.

As with most rural areas, doctors and other related medical professionals are scarce - unlike the Scranton/Wilkes-Barre, Hazleton, or Stroudsburg EAA's, there exists here no large city where the doctors, surgeons, and specialists can gather and prosper. Add to a limited number of general practitioners the wide open spaces and difficult accessibility of patients, and the problem of availability of health care services becomes very imminent.

Adequate Housing: The survey indicates a demand for both subsidized multi-family and single-family housing. The lack of housing is a serious problem in the Honesdale area. Also, there exists a need for vocational education systems, promoted agri-business development, improved community highway transportation, and juvenile crime prevention.

Goals and Actions:

Not surprisingly, the most important goals for development in the area include the improvement of local government and increased economic development (ranked first and third respectively). The second most important goal calls for the improvement of the physical and mental health of persons vis-a-vis improved health care delivery systems and emergency medical services. Other goals ranking high are improved community physical development and intellectual development and education.

Improvement of physical and mental health of persons: Consolidation of health delivery will greatly aid the Honesdale EAA. Plans have been affected by regional agencies for a Community Mental Health Center and a Human Resources Council Workshop. Assistance will be requested from the Appalachian Regional Commission for these badly needed services under Sections 202 and 214 of the Act respectively.

The major resource (some undeveloped) which the EAA can offer is land-lakes-scenery. The "second home" industry has developed into a major economic force. In 1970, approximately thirty percent of the EAA's 15,000 housing units were classified as "seasonal" as opposed to "year-round".

The EAA, as of 1970, did not stand in an enviable position. Population was steadily decreasing while the economy of the EAA was not keeping up with the nation's increase. This was, in general, a result of the continuing reliance on agriculture as a major base for the EAA's economy. No significant increase in the industrial base has been evidenced. Only this base can draw permanent residents of the "child-bearing" age, that group so important to the continued healthy growth of the County.

3-3 MATAMORAS-MILFORD ECONOMIC ACTIVITY AREA

Matamoras-Milford in Pike County is the smallest economic activity area in the Northeast District. This is made up of 1,200 people in Milford Borough and 2,200 in Matamoras Borough, 800 in the urban fringes around these two communities, and another 1,700 in the hinterland that depends on these communities for urban services.

Both Matamoras and Milford are located on the Delaware River, and both should benefit by construction of I-84, the Interstate highway from Scranton to Connecticut.

Manufacturing employment in the economic activity area accounts for less than a hundred workers. In the labor market area the average annual employment in services in 1970 was 2,100. This figure nearly doubled during August, 1970, reflecting both the seasonal nature of many jobs and the fact that this area, like the Stroudsburg economic activity area, relies heavily on tourists.

Local officials see a greater potential for economic improvement, resulting from construction of the Tocks Island Dam and the Delaware Water Gap National Recreation Area which will extend north to Milford.

Matamoras-Milford: Analysis of Problems, Goals and Actions

Problems: Major problems cited by responses received from the opinion surveys cite availability of basic community services, lack of adequate housing, and population growing too rapidly. Residents of Pike County are proud of the relatively undeveloped nature of the area. The EAA adheres to a policy of controlled, conservative development with courteous regard to preservation of its wealth of natural resources, including an abundant water supply, beautiful scenery and forest cover.

Availability of basic community services: The Matamoras-Milford EAA experienced a population increase of over 29% from 1960. Its population triples during the peak tourism months. To meet the needs of population expansion, permanent or seasonal, basic community services are necessary. Second home development with its influx of retirees requires increased support and care of the aged. Improved emergency medical facilities, police protection, and attraction of service industries which support tourism are priorities.

With the completion of I-84 upcoming and activity in the second home/recreation market, there can be expected a spin-off toward increased economic development. The opinions of community leaders express concern that growth may be uncontrolled.

Goals: Similarly, goals and actions are conducive to the problems of the EAA. Increased seasonal population again dictates actions be taken for increased protection of persons and properties. Recreation and cultural enrichment in the form of improved hunting, fishing, boating and picnicking facilities, and development of musical, artistic and theatre programs will make pleasant the leisure hours of tourists and permanent residents alike.

Stringent zoning and subdivision ordinances administered by strong local governments can prevent haphazard, random, and unwanted abuse of the landscape.

3-4 HAZLETON ECONOMIC ACTIVITY AREA

Hazleton, the District's second largest economic activity area, is 20 miles south of Wilkes-Barre in Luzerne County. The Nescopeck and Penobscot Mountains lie between the two cities, creating transportation barriers that have now largely been eliminated by construction of Interstate 81.

Hazleton has grown as a single community rather than as a sprawling urban area. It developed originally as an anthracite mining community in the Eastern Middle Field and attained its population peak of 38,000 in 1940. Since then, the city's population has decreased to 30,400 although there has been constant development in the urban fringe, which now contains 20,600 people. The hinterland served by this activity area now has a population of 22,100. Much of the explanation for the urban character of the area derives from its mining history, but today mining is decreasingly important. Symbolic of recent changes is the 835-acre Valmont Industrial Park on the western edge of Hazleton in which 19 new industries with approximately 3,000 employees have located. Humboldt Industrial Park, a new 1,140 acre development, is currently attracting technically oriented industries so badly needed throughout Northeastern Pennsylvania.

Industries that have been attracted to Hazleton are bringing a healthy diversity of employment opportunities, thereby altering the past dependence on apparel manufacturing which developed along with the mining industry.

Many of the new industries that have developed since 1965 are in fabricated metals, paper electrical machinery, transportation equipment and similar industries.

The area is served by the Lehigh Valley and Penn Central railways. The Allegheny Airlines commuter operates from the Hazleton Airport.

The Hazleton Penn State campus has approximately 600 students enrolled. In addition, there are several hundred students enrolled in business and trade schools, including the Hazleton Area Technical School. The E.A.A. is part of the Northeastern Pennsylvania SMSA.

Hazleton: Analysis of Problems, Goals and Actions

Problems

As with most E.A.A.'s in Northeastern Pennsylvania, there is a lack of adequate housing accompanied by a poor visual appearance of the community. The opinion survey suggests a strong feeling for environmental protection under the headings of such problems as land erosion and sediment, water pollution, lack of controlled physical development, and air pollution. Mining interests (especially strip mining) still predominate in much of the local scene and the scars left over the decades are now being more sensitively treated as people have become more ecology-minded.

Absence of community planning: Quite surprisingly, community planning was cited as a number one concern. Despite great progress within the EAA, people feel perhaps the decadence of the downtown areas, uncontrolled growth in outlying communities, a large private second home development are attributes of inadequate planning. The point is arguable and may be subject to debate. A greater return of opinion surveys could very well have taken an opposing issue with this reading.

Visual appearance of the community: Formerly a mining area, black scars are frequent in the hillsides in this and other areas of Northeastern Pennsylvania. Mine fires, culm banks, and unclaimed strippings give the area of severe image problem. The Appalachian Regional Commission mine reclamation program has been of great assistance in this area but billions more are needed to complement innovative plans for reclamation and useful development.

Lack of adequate housing: Consistent with an aggressive industrial development program, adequate housing has been cited as a necessary ancillary. In this case, there is a need for more higher quality family dwellings. Young couples buying their first homes find available existing units are in short supply. Rental housing units are also inefficient in numbers.

Goals and Actions:

Recreation and cultural enrichment: This goal represents a problem common to all areas of the region - lack of recreational facilities, including playgrounds and swimming pools. A growing population with more leisure time dictates community consideration for recreation areas and open space plans. Nearby state parks have been a great asset for tourist trade. To further this type of development, sewerage, access roads, and other physical improvements are a requirement.

Increased economic development: Hazleton Area is growing at a rapid pace. Vast corridor development along highways to the north, south and west of the city can be considered a bi-product of excellent efforts of local industrial development. To supplement this growth, other services must also accelerate, including higher education, especially in the graduate programs, improved emergency medical services, and mass transit implementation. Hazleton has made great use of federal and state programs in industrial development and mine land reclamation. The Appalachian investment in the Valmont and Humboldt Industrial Parks has been a valuable contribution.

Improved community physical development: While this area continues to enjoy urban sprawl, an important goal of local officials is to preserve the downtown central business district, which may be in jeopardy as a result of new competition from shopping centers and mall areas more accessible to shoppers. Downtown redevelopment, urban renewal, and additional parking can help eliminate the problem. A great boom to improved development would be an efficient mass transit program. Consolidation of a regional public mass transportation authority would better serve community preservation.

3-5 STROUDSBURG ECONOMIC ACTIVITY AREA

The Stroudsburg economic activity area in eastern Monroe County is centered on Stroudsburg and East Stroudsburg. It is part of the Northeastern Pennsylvania SMSA. These communities lie just northwest of the Delaware Water Gap, a long-time tourist attraction of eastern Pennsylvania, and a gateway to the Poconos from New York and Philadelphia since before the days of railroads.

The natural resource base for the Stroudsburg economy is not comparable to the resources associated with the mining, steel making, cement manufacture, or clay products typical in other parts of Appalachia Pennsylvania. As a consequence the industrial revolution left this area in Monroe County largely unaffected by development. Today, conditions are changed; natural resources elsewhere have declined greatly in significance and the unproductive, rocky hills have become suddenly very valuable as a beautiful setting for recreation.

Natural beauty has thus become the resource at the base of an expanding Stroudsburg economy. In contrast to the economic activity centers in the western part of the Northeast District, which were booming in 1910 or 1920 and have been losing population since, Stroudsburg and East Stroudsburg have shown steady increases. Combined, they had 13,400 inhabitants in 1970, and an urban fringe of 7,500. This center services a hinterland in Pennsylvania with 19,000 people including farm families, vacation homes, tourist facilities and other non-farm activities in the countryside. This gives the population a large non-urban composition.

The current economic picture of the Stroudsburg economic activity area is considerably different from those areas where mining has been important. For one thing, apparel manufacture never took hold here as it did there. For another, the manufacturing base is more diversified. Leading sources of manufacturing employment are miscellaneous manufacturing, fabricated metals, printings, electrical machinery and textiles.

Manufacturing employment, however, lags behind government as the most important source of jobs. The combined employment of East Stroudsburg State College and the Tobyhanna Army Depot have become the dominant employment resource. In addition, new jobs are associated with the Tocks Island Dam and the Delaware Water Gap National Recreation Area.

In Monroe County, government with 5,500 jobs and manufacturing with 5,000 are the largest employment categories based on annual averages, but services with a reported annual average of 4,900 jobs increases to about 7,800 in August at the height of the tourist season. There are corresponding slack periods during winter months, highlighting the seasonal quality of many employment opportunities that will result from expanded recreational development. The continued growth of skiing and other winter sports are doing much to make the area a year-round resort, decreasing the seasonal variation in employment.

There is considerable confidence about the future of the Stroudsburg economic activity area because of the proposed Tocks Island Dam is scheduled to be constructed nearby on the Delaware River. Around the 100-mile shoreline of the proposed reservoir, the 60,000 acre Delaware Water Gap National Recreation Area will be created to serve an estimated 10.5 million visitors from East Coast cities where recreation space is currently in great demand.

In addition, the construction of I-80 and 81E of the Interstate highway system assures that recreation seekers will have quick and easy access from New York. The area is also becoming increasingly attractive for industrial development for these reasons.

Optimism in the Stroudsburg economic area is not based on recreational development alone. Monroe County has had an effective industrial development program. In 1968, there were five expansions and two new plants resulting in 483 new jobs; in 1960 one new and one expanded plant for 50 more jobs; and in 1971, three new plants and seven expansions producing 252 new positions. Some observers suggest that local development officials have succeeded in using the area's natural beauty and recreation assets to attract new employers. The center is served by two railroads and two small commercial airports. In addition, facilities are available for intra- and interstate trucking.

Stroudsburg: Analysis of Problems, Goals, and Actions

Problems: The Stroudsburg Activity Area problems center on the availability health care facilities, population growing too fast in relationship to the resource structure, and the lack of controlled physical development. The reasons for the selection of these problems as being tantamount are based on an economy centered on tourism with its seasonal spurt of demand for more housing and the perennial need to preserve the environment.

Preservation of the Environment: The consensus of major problems according to responses received illustrates a concern that community planning services and facilities have not kept pace the rapid seasonal population increases and continued development of the resort areas in the Pocono Mountains. Growth has come so rapidly in many areas, community planning has been disregarded. Many local governments weren't prepared to review all the plans and take all the responsibilities when the vacation land boom started. Virgin lands have been explored by speculators. The skyrocketing demand for second-home property has enabled land speculators to sell small lots at enormous profits.

Haphazard development without regard to sewage and water regulations has created health problems and pollution.

The attraction of thousands of tourists require available medical care services and facilities.

Goals and Actions: Appropriately ranked one, and two are the following goals for development within the E.A.A.: 1) Improved environmental quality, and 2) improved local government. The survey also suggests a need for service oriented industries to supplement the tourism industry, a need for library services and musical, artistic, and theatre programs and a need for regional solid waste disposal and sewage treatment facilities.

Improved Environmental Quality: The majority of the E.A.A.'s municipalities are presently without sewage system. The topography of the land and the vast amounts of open space are obstacles to regional or areawide systems. Pollution is inevitable unless sewage disposal facilities are not built. The success of the area in keeping its streams and lakes clean and useful will depend on the enforcement of model ordinances and the responsible action of developers and the leadership of local government officials.

As communities implement sewage systems, Appalachian assistance under its supplemental grant program will be requested.

Improved Local Government: Control of the area's development is foremost in the minds of the residents. Support of local governments must come from the county, regional, federal, and state levels working together to preserve the "Pocono" image. Grant programs, statutes, model ordinances, land use plans, stringent zoning and subdivision codes will assist local governments do an effective job in controlling future development.

Preservation of the scenic beauty through controlled physical planning and development is an attainable goal.

3-6 TAMAQUA/PALMERTON ECONOMIC ACTIVITY AREA

Tamaqua-Palmerton is an economic activity area at the eastern end of the Southern Field above Blue Mountain. This area includes seven centers with a total population of 38,400. The largest of these centers is Tamaqua (9,200 in 1970) at the western end of the economic activity area. It lies in a deep ravine along the Little Schuylkill River but was connected to its eastern neighbors--Coaldale, Lansford and Summit Hill--which drew coal down the Lehigh Canal. All of these communities have suffered some losses of population in recent years because of the decline in mining. Tamaqua lost 900 in the 1960-70 decade; Coaldale also lost 900 during the same period, bringing it down to 3,000; Lansford lost 800, dropping it to 5,200. Summit Hill, the terminus of the old switchback railroad, declined from 4,400 to 3,800.

On the Lehigh River, Mauch Chunk, now renamed Jim Thorpe, has a population of 5,500. Down the river are Lehighton and Palmerton, about the same size as Jim Thorpe, which have experienced losses similar to their neighbors over the Mauch Chunk Ridge.

About 12,500 people live in the adjacent urban fringe surrounding these seven communities, and an additional 4,600 people reside in the hinterland.

While the road network and commercial relations between these communities appear to link them together into a single activity area, they are not all former anthracite mining communities. Tamaqua, Coaldale, Lansford and Summit Hill thrived on mining but the communities on the Lehigh River developed for other reasons. Palmerton became one of the leading zinc smelting centers in the eastern United States. Textile mills became important to Jim Thorpe and Lehighton but have been superseded by apparel.

With the decline of mining of the Western portion of this activity area and loss of textile employment in the eastern portion as mills moved south, the two sections are becoming economically more similar. There were 6,182 manufacturing jobs in the activity area in 1969, most of them in the apparel industry. The Palmerton zinc plant with 1,781 employees is the largest single employer and stands out against the many small factories that exist elsewhere.

As with other former mining communities, diligent campaigns are being conducted to attract new and diverse sources of jobs. In the past, such efforts have succeeded in attracting firms in the chemicals, building fabrication, primary metals, textiles, and packaging materials industries. Recent federal grants for development of industrial parks at Nesquehoning, Lansford, and Rush Township will benefit the future economy.

Tamaqua/Palmerton: Analysis of Problems, Goals and Actions

This E.A.A. illustrates a dichotomy of physical and economic characteristics. Its population decline closely parallel deteriorating conditions of coal fields. Two townships, Rush and West Penn, in Schuylkill County, are growing fast. Rush Township is greatly influenced by the progress of the recreation and tourism activities due to its location in relation to Lake Hauto, and Tuscarora State Park Areas. In contrast the Palmerton, Lehighton areas are beginning to feel the impact of the sprawling hinterlands of megalopolis as the Allentown-Bethlehem-Easton Area becomes more developed and urbanized.

Progress of the E.A.A. has caused subsequent problems. Transportation access has been identified through the survey as the primary concern of the people, especially residents of the Borough of Tamaqua. Noise and air pollution and the visual appearance of the community received secondary attention.

Transportation Access: Route 209 runs East-West and Route 309 runs North-South. They cross in the heart of Tamaqua creating an impossible traffic condition. These daily problems reach extreme congestion during the summer tourist season when vehicles are backed up for miles causing long delays for people en route to recreational areas such as the Poconos, Pocono Raceway, Tuscarora and Locust Lake State Parks, and the Bavarian Summer Festival. Local inter-community traffic and travel to places of employment also suffers, causing inconvenience to the residents of the area.

Noise and Air Pollution: The high traffic flow and congestion emanates high level noise pollution and pollution from car and truck exhausts. This is a serious condition during peak traffic hours. Heavy truck traffic also is injurious to streets, water and sewer mains creating additional and unnecessary maintenance costs to local municipalities within the E.A.A.

Visual Appearance of the Community: Past mining operations have left an unfortunate legacy of culm banks and open pits. Mine acid drainage is a serious pollutant to streams. Downstream commercial areas are old, congested and lack adequate and convenient parking.

GOALS AND ACTIONS:

Improved Transportation Services: Improving road conditions within the E.A.A. has been cited as the major area where immediate action is required. By-passes must be built around Tamaqua and Lansford-Coaldale to accomodate thru traffic and eliminate an impossible congestion problem. The building of by-passes and modern highway connections around small communities will also aid in the reclamation of unsightly stripping holes and thus restore the natural beauty of the area. Noise and air pollution would be reduced.

Improved Community Physical Development: One of the most serious challenges to the future of the small community is the preservation of downtown commerical areas. To upgrade these areas, the out moded structures must be replaced with new modern buildings or repaired. Solutions to other downtown problems, such as parking and congestion must also be found and adopted.

Modern techniques to abate mine acid drainage are needed to improve environmental quality and restore the area's streams for recreational purposes.

3-7 POTTSVILLE ECONOMIC ACTIVITY AREA

Pottsville is an economic activity area in Schuylkill County at the southern edge of the Southern Field where some of the earliest anthracite mining occurred.

The Schuylkill Canal was opened from Philadelphia in 1825 for coal traffic, and by 1850 Pottsville was the largest city in the District with a population of 7,500. The Pottsville economic activity area includes Pottsville and three other activity centers--Minersville, population 6,000; Schuylkill Haven, 6,100; and St. Clair, 4,600. Pottsville itself achieved its largest population--24,350--in 1940 and had about 19,700 persons in 1970.

In all, these activity centers and their urban fringes contain 56,800 persons with an additional 11,400 living in the hinterland served by the businesses, social, educational and medical institutions in the activity center.

Manufacturing is the major industrial sector with agriculture also being important. In 1970 the Pottsville labor market (consisting of all of Schuylkill County) employed 56,800 persons, of which 25,200 were in manufacturing. Apparel, textile, and food products were the major manufacturing employers.

A Penn State University campus is located in Schuylkill Haven and has a full and part-time enrollment of about 800 students.

The Greater Pottsville Industrial Development Corporation has been active in creating industrial parks and attracting industry to the region. In 1970, eleven projects with a potential of nearly 1,100 jobs were completed or started. Completion of Interstate Route 81 through Harrisburg and the proposed Lakes-to-Sea Highway from Philadelphia through Schuylkill County to Interstate Route 80, Erie and Buffalo would enhance the prospects for more industry in the activity area.

Pottsville: Analysis of Problems, Goals and Actions

Problems: This Economic Activity Area is experiencing problems characteristic of most mining areas now engaged primarily in manufacturing. Once again, the most serious problem affecting the quality of life in the area is "attitudes of community leadership." Other serious problems are economic in nature and are closely related to lack of confidence in local government operations. They are lack of housing, out-migration of the quality labor force, insufficient employment opportunities, and low levels of per capita income.

Housing: The dense, closeknit village development pattern is perhaps more pronounced within the Pottsville and Tamaqua E.A.A.'s than anywhere else in North-eastern Pennsylvania. Over 80% of the existing houses were built prior to 1935. This antiquated selling, especially within the smaller municipalities, and lack of modern multi-family units and apartment complexes is a deterrent to large growth industries locating in the area.

Out-migration: Insufficient employment opportunities and preponderance of workers in relatively low paying occupations has caused a substantial out-migration of residents between the ages of 18 and 30. According to data prepared by the Office of State Planning and Development, approximately 38% of Schuylkill County residents between the ages of 20 and 24 left the county to seek employment elsewhere. Many of these were college graduates. Out-migration is the primary reason why the median age for Schuylkill County is 31.8%. The median age for Pennsylvania in 1970 was 30.7 and 28.3 for the United States.

Goals and Actions: Increased Economic Development is forecast for the Pottsville Economic Activity Area. Through the efforts of aggressive industrial development agencies and Chambers of Commerce, the economic decline of the area which experienced in the 40's and 50's seemed to have bottomized. Increased emphasis on the procurement of technically oriented industries and related services will further diversify the economy.

Alternative residential areas, with adequate facilities and public services, are required. Policies to improve the overall living conditions through demolition and rehabilitation programs, well designed apartments and town houses, new modern schools will encourage retention of the area's young peoples and will contribute to the communities' employment bases.

In recent years, Schuylkill County has steadily progressed in attempting to overcome the shortage in a variety of job-skills within the County, a major factor in overcoming these problems has been the establishment of vocational-technical education programs. These programs have benefitted significantly by financial assistance recieved through the Appalachian Regional Commission.

A four-year college or university is a priority goal of the future of this E.A.A.

Recreation and Cultural Enrichment: The county is fortunate to have excellent fish and game lands, a good number of nearby state parks, and ready accessibility to recognized tourist attractions. However, it was pointed out in the opinion survey that action must be taken to provide recreational facilities on the local level. Adequate playgrounds, courts, swimming pools, and ball fields are lacking. Cultural enrichment, in most cases, is not encouraged. A healthier community structure can be accomplished as a result of efforts in this area.

NORTHERN TIER ECONOMIC DEVELOPMENT DISTRICT

NORTHERN TIER REGIONAL PLANNING AND DEVELOPMENT COMMISSION

DISTRICT GOALS AND OBJECTIVES

In the broadest context, District leaders feel that the strategy for success and improvements in the Northern Tier District must rest on two elements: maximization of the potential for industrial growth and preservation of natural resources.

Ten goals and objectives have been identified to provide a focus for the necessary steps to District improvement. They are:

1. Improve the Northern Tier public facility infrastructure in growth areas, particularly where services are currently non-existent or inadequate.
2. Effective utilization of existing facilities through proper staffing and programs for both health and education, and expansion of basic social services in health and education to meet community needs.
3. Protection, development and preservation of natural and scenic resources of the Northern Tier through effective environmental programs, including quality flood control and land stabilization.
4. **P**reservation of existing industry in order to keep viable the communities' economic life blood, and expand and diversify the quality industrial and commercial job base of the area to provide for a better standard of living.

5. Improve access between the growth centers of the region and the major regional centers beyond. Also improved access from hinterland areas to growth centers and services.
6. Coordinate public and private funding sources for the economic development of the area, and develop the financial and credit mechanisms of the area for public and private economic development projects.
7. Assist local governments in providing services related to economic development to the community.
8. Develop manpower and employment programs to attract industry and reduce unemployment and under-employment

INVESTMENT POLICY

A review of the economic assets and liabilities of the Northern Tier Region reveals a great disparity between the growth characteristics and public facility base of the different economic centers of the Region. The varying influence and strength of these centers demands that plans and policies for the orderly development of both these areas and service delivery to their hinterlands be comprehensive and coordinated.

As a matter of general policy for the Northern Tier, it is felt that investments should be concentrated in those economic activity areas of significant growth potential which can most affect the economy of the Northern Tier area. Such investments must be coordinated so that a logical and desirable development pattern may be fostered and reinforced and special emphasis placed on facility and program needs which will act as building blocks in a total development framework. Coordinated investments should reinforce growth impact. (e.g. consideration should be given to starting housing projects where water and sewer investments are made). Also, service programs (non-physical investments) not only reinforce growth of the activity center but serve a hinterland should be emphasized. Priority consideration should also be given to projects which emphasize balanced industrial, tourist and commercial growth.

The Local Development District, while concerned with assisting projects of immediate interest and fundability, will also devote long range planning and development assistance to projects which may be several years or more from fruition (e.g. major highways, sewers, etc.) It is assumed that the Local Development District staff will also spend time on projects which are related to economic development even though they might not be fundable through ARC or EDA.

BACKGROUND

The Northern Tier Regional Planning and Development Commission has been established by the leaders of Bradford, Sullivan, Susquehanna, Tioga and Wyoming Counties. This five-county area lies atop the Allegheny Plateau next to the New York State line. The deeply dissected plateau has been formed by the tributaries of the Susquehanna River which drain most of the 4,000 square mile District and by glaciers that rounded the District's hilltops 70,000 years ago.

Today, the Northern Tier Local Development District has an estimated 157,000 population and a density of 39.2 persons per square mile, the next to the lowest among the Districts of the State. This population is distributed widely throughout the countryside on farms, in small farming communities, and in a few larger trading and manufacturing centers, none of which exceeds 10,000 population.

Sometimes called the "Northeast Dairy Region", the District until 1950 had more employment in agriculture than any other industry group. Even today, as the proportion of farming jobs has declined to less than a fifth of all employment and manufacturing has increased to about one fifth, rural settlement patterns predominate. As a result, many of the economic and social functions of urban areas are performed by cities north and south of the District. Elmira and Binghamton, New York, to the north, and Scranton and Wilkes-Barre to the south are major sources of employment, key wholesale and retail trade centers, and the locations of cultural attractions which draw people from the District.

The District's agricultural heritage remains an important part of the contemporary scene although the number of farms declined by a third during the fifties. By 1965, The District's agriculture ranked

it third among Appalachian Districts in Pennsylvania. The loss of many farms through consolidation or abandonment has had a positive side effect as families from outside the District have bought farm houses for vacation homes, thereby stimulating the real estate market, reinforcing the tax base, and maintaining buildings that might otherwise have been abandoned.

This change from farms to vacation homes is in keeping with a character the District has had for decades. Sullivan County, which contains the famous Eagles Mere private resort and many glacial lakes, is sometimes boasted as the Switzerland of Pennsylvania. It and its neighbors have long attracted tourists, but only recently have the counties banded together in the Endless Mountains Association, a tourist promotion agency serving all the counties except Tioga at the western end of the District.

The natural beauty of the District underlies its success as a tourist area, and the commercial forests, covering two-thirds of the District's land area, are an important part of the attraction. They also are an important ingredient in the District's economy because an eleventh of all manufacturing jobs are forest-related.

Perhaps the Northern Tier District can best be described as an area with a rural non-farm population. Many persons living on former farms now work in industry since the farming occupation is giving way to typically urban kinds of employment. Population increases in the fifties occurred in the countryside, not in the District's urban areas; however, it can be shown that extensive out-migration of the District's young people has taken place even though there have been population increases.

The population of the Northern Tier is distributed widely in small communities and in the countryside, compounding the always difficult problem of organization to pursue development objectives. In the Northern Tier District where the handicap of a scattered population and few technical resources is fully recognized, - the NTRPDC is a viable tool for economic development of the area. No object is more important than the support given to the counties in their efforts to join together for effective action in economic, social, and community development.

DISTRICT CONDITIONS

The People

The Northern Tier Local Development District has already been described as a rural non-farm area. While farming was once the dominant source of employment and gave the District an agricultural quality, this is no longer the case. Many farmers quit farming and found jobs in factories of nearby towns, many leaving their farms and moving to the cities. Instead of becoming more urban in the fifties as was happening throughout much of the Nation, the Northern Tier District was becoming less so. Only three of the District's counties - Bradford, Susquehanna, and Tioga - were reported by the U.S. Bureau of the Census as having urban populations and in all three there was a slight decline during the fifties until sixties in the proportion classified as urban. By 1970, less than 20 percent of the people lived in urban places as defined by the U.S. Bureau of the Census.

Indeed, during the sixties the District gained 17,000 people, but most of this increase was classified as rural. This suggests that the character of the countryside may be changing from farming, but that the area is not necessarily being abandoned. Wyoming County experienced the largest (13.5 percent) gain in population. This increase was experienced in the townships adjacent to the Scranton-Wilkes-Barre complex and west of the Susquehanna - U.S. 6 Corridor. This presents major development problems for the otherwise rural area.

Even though the population of the countryside grew during the fifties, the District has lost 11,492 people since 1950 through migration; 56 percent were young adults.

Population estimates for the 1960-65 period suggested a step-up in the tempo of this exodus. The estimated loss for the five-year period was about 10,800, a total almost equal to that for the previous ten-year period. If the same proportion of young people leads this movement, District leaders have cause for deep concern.

The supposition is that people follow jobs, that unemployed people move in search of work, and that young people move in search of better jobs. Events of the national economy and improvements in the State and District economies suggest that migration trends may have abated since 1965 because of the new area industry. Recently, however, unemployment rates have risen and job totals have dropped in what should be considered a temporary economic setback.

NORTHERN TIER POPULATION BY COUNTIES FOR 1960 AND 1970

COUNTY	1960	1970
BRADFORD	54,925	57,962
SULLIVAN	6,251	5,961
SUSQUEHANNA	33,127	34,344
TIOGA	36,614	39,691
WYOMING	16,813	19,082
DISTRICT TOTAL	147,730	157,040

Source: U.S. Bureau of the Census; Pennsylvania State Planning Board estimates.

Census figures for 1960 and 1970, by individual county are shown in the table above; they point to the fact that no large increases are expected in any of the District's counties. There is reason for satisfaction that the downward plunge from 1960 to 1965 has been reversed but the current economic setbacks have made predictable growth patterns uncertain.

ECONOMIC BASE (PRESERVATION AND DEVELOPMENT)

The major concern expressed by those participating in the OSPD survey region wide was lack of economic opportunities and related problems of low per capita income and out-migration of quality labor force. With good reason, therefore, economic development in the form of:

- 1) preservation of existing jobs in order to prevent the traumatic dissolution of economic fiber of the community
- 2) development of quality job opportunities for the area including new jobs, better jobs and more diversified opportunity, is a major goal.

The NTRPDC currently works in conjunction with the Pennsylvania Department of Commerce and local power companies on industrial development supporting their efforts wherever possible. The Northern Tier is currently involved in industrial site planning along the areas major growth corridor U.S. Route 6.

Important to the preservation of jobs is one project in particular, the Dushore Sewer (the District's highest priority). This community has been under orders for several years and there is locally great concern that unless the problem is solved, it will force the area's major industry, an ice cream plant from the area. Waste sugar effluent from the plant has been one of the major causes of this pollution but loss of this plant could destroy one of the major sources of

employment in the area. Other investments related to direct industrial development are:

- 1) Elkland Access Road to tannery site.
- 2) Elkland Access Road (south of Cowanesque River).
- 3) VEDA Industrial Site Access Road in Athens.
- 4) Forest City Industries Access Road.

It should be pointed out however that the industrial development of communities relates strongly to the quality of waste water treatment systems, water distribution, medical facilities, general quality of educational facilities, vocational education opportunities, etc.

Medical Facilities and Services

One of the highest priorities of the district as a whole is health programs and facilities.

Sullivan County, with an estimated population of only 5,600, has but three doctors and no hospital facilities, but in the remainder of the District, there are seven hospitals with 730 beds. In addition to the 335 bed Robert Packer Hospital in Sayre, there is a 64 bed hospital in Troy and a 42 bed hospital in Towanda, thus giving Bradford County over half the total beds in the District. This does obscure a major problem, the poor distribution of physicians, particularly in the rural areas of Bradford as well as other counties. One hospital is in Tioga County at Wellsboro (the Soldiers and Sailors Hospital, a recent ARC investment), two are in Susquehanna, one proprietary and one private non-profit. In Wyoming County, a new 98 bed hospital serves the area's community hospital needs.

The wide disparity in the number of doctors available to serve the District's population prompted the Northern Tier Local Development District to recommend primary health care programs as a key to solving

this problem. It should be pointed out that the OSPD survey pinpointed health as a major concern.

Among specific projects proposed by District leaders are:

1. A medical clinic in Sullivan County;
2. A regional visiting nurse and home health service program.
3. A medical clinic for the Cowanesque Valley (Elkland).
4. A regional family health services program.
5. A heliport emergency service program.
6. Support to Blossburg Primary Health Care Center.

Highways and Transportation

Another major concern in the District is for improved highways - including access roads to industrial and recreational areas, by-passes around activity centers, and cross country routes.

Among the access roads needed is one developing the reservoir recreation complex of Tioga-Hammond in Tioga County. This is not yet a fundable project however. An access road is also needed to serve the Hills Creek Park in Tioga.

Industrial access is a priority particularly where potential centers exist for industry and at existing sites. Several access roads have been recommended for this purpose, two in Elkland, one at Athens and one at Forest City.

District concern extends to major highways as well since there is considerable commuting by local residents. Also a general conviction exists that the recreation potential of the District depends upon better connections from other sections of the country. The District's inter-state highway is I-81 which connects Scranton and Binghamton through the eastern part of Susquehanna County.

Several routes that cross the District need modernization. These include U.S. 15 (Appalachian Development Highway Corridor U) in Tioga County, U.S. 106 in Susquehanna County, U.S. 6 in Tioga, Bradford, and Wyoming Counties, U.S. 220 in Sullivan and Bradford Counties, Pa., 14 in Bradford County, Pa. 87 in Wyoming and Sullivan Counties and Pa. 29 in Susquehanna County. Some of these improvements are already programmed by the Pennsylvania Department of Transportation.

The terrain of the District, as in so much of Appalachia Pennsylvania, is responsible for the poor highway alignments that result in calls for highway improvements for the Pennsylvania Department of Transportation's six year Program. A review of all highway projects has been finished and the District has made recommendations on all highways. The repeatedly high emphasis given to roads highlights not only the actual physical conditions but also the psychological importance that good access and rapid connections have for investors and development officials.

Rural transport (development of services) is of particular concern in this area. No final solution for this exists at this time.

Transportation and Communications including highway development was identified in the OSPD survey as both a general area problem and a high priority goal.

Sanitary Sewers and Treatment Plants

The District intends to assist community improvement of sewage disposal in many of the economic activity areas.

At Dushore in Sullivan County, the District's top concern needs sewer lines and a treatment plant. The community has been cited by the State Department of Environmental Resources for stream pollution and ordered to provide suitable treatment. Leaders point out that treatment facilities are needed desperately to preserve existing industry

and act as a base for future industry.

Conditions in Susquehanna County are perhaps more serious in that the entire Susquehanna-Oakland-Lanesboro economic activity area lacks treatment facilities and is polluting the Susquehanna River up-river from Binghamton. Susquehanna-Oakland is under order by the Commonwealth to stop polluting the river. Since this pollution inhibits water sports, the river's value for recreation and tourist development is hampered. In Wellsboro, funds are needed to extend lines into Charleston and Delmar Townships where new development has generated unsanitary conditions. The existing Wellsboro system is considered sufficient for the present, but is expected to be strained as industrial expansion occurs. Have population pressure in an arm of expansion.

At Elkland in northern Tioga County, a collection and treatment system is needed in much of the Cowanesque Valley except for the West-field area which already has suitable facilities.

An expanded sanitary sewage system and treatment plant to serve the Tunkhannock area in Wyoming County is rated as the single most critical project among the many reported by the Northern Tier Local Development District. The existing Tunkhannock system was adequate until the area suddenly became the location of a new paper mill with 1,500 employees. Engineering studies are finished and estimates suggest that the necessary expansion will cost at least \$800,000.

At nearby Factoryville, which is part of the Tunkhannock economic activity area, treatment facilities are also needed and also prompted by the area's considerable recent growth and orders by the State.

Wyalusing is in a key position to influence development along the river with projected improvements to its system if Appalachian assistance is forthcoming. Treatment facilities also are needed at Laceyville. The Community's deficiency will be aggravated by the growth expected from the construction of a large nuclear power plant three miles down river. When the plant will be in operation, clean water will be required for its cooling operations.

The County's largest communities, Sayre and Athens, completed work on a \$1,336,000 sewerage project with the aid of a \$734,000 grant from the Appalachian Regional Commission. However, additional expansion of the treatment plant is necessary and there is need for collection lines in the township of Athens as well as in the Boroughs of Athens, Sayre, and South Waverly. This is an important project in the area's largest growth area.

Water Distribution

Most of the District's economic activity centers do have adequate public water supplies, but certain communities do not. Water investments are only being considered where they have economic development justification. The communities of Dushore and Nicholson and Westfield need expanded systems to meet industrial and tourist development expansion needs.

One of the Northern Tier District's highest priorities is the long run availability of water to help supply the Blossburg-Mansfield Corridor along the new ARC highway to meet the necessities of population and economic expansion. The estimated cost is \$2,000,000.

Educational, Training and Cultural Enrichment Opportunities

A wide range of services should be considered with regard to Economic Development. The Northern Tier area has only one 4-year college (Mansfield State), one Jr. College (Keystone) and no community colleges or vocational education facilities. This severely limits the post high school opportunities available to residents of the area and industries or families evaluating the area as a potential location. These opportunities are a concern as well as the general quality of basic education in the area. Vocational Education programs, while of priority, have not been specifically organized nor are they ready for submission to ARC. Also sheltered workshops because of their relationship to rehabilitation and training as well as schools for the mentally retarded should be considered as key educational activities. These lay groundwork for productive employment of these individuals. Day care also helps an area to lay groundwork for future labor forces.

A related area pinpointed as a key goal related to education is cultural enrichment. This was identified in the OSPD survey as a major goal and of particular concern in this area. At this time, the only cultural project the district is working on is the basic development of arts and crafts industry and exploitation of all recreation uses of the beauty and talent untapped in the area. Cultural development is in the LDD staff work program.

ECONOMIC ACTIVITY AREA NARRATIVE
OF PROBLEMS AND NEEDS

Economic Activity Areas

Despite the scattered population, the Northern Tier District, like other districts, has economic activity concentrated in urban places. These economic activity centers are small and largely satellite to the commercial and industrial centers in Southern New York and Northeastern Pennsylvania.

Sayre-Athens-South Waverly

Sayre, Athens, and South Waverly comprise an economic activity area located on the Susquehanna River at the New York State line. The total population of the Pennsylvania portion of growth area includes three communities: Sayre Borough, population 7,473; Athens Borough, 4,173; and South Waverly, 1,307, and surrounding townships bringing the area's total to approximately 19,000 persons. Waverly, New York lies on the other side of the Pennsylvania-New York border with a population of 6,000. Together these communities form a considerable urban complex in the Region, in fact, one of the largest of the area.

For many years the area was the site of railroad repair shops for the Lehigh Valley Railroad. These operations have been shifted elsewhere as the road has undergone consolidation and modernization. The trained labor force left behind was adaptable to the needs of the manufacturing industries which have become the activity area's leading source of employment. Non-electrical machinery category of manufacturing accounted for

Economic Activity Area

almost 1,700 jobs before lay-offs in 1970. Electrical machinery and apparel industries of the area had respective employments of 370 and 315. Small new plants producing wood products and apparel have located in these communities in recent years. In addition, considerable service employment, particularly in health (at the hospital), now exists in the activity center.

In the Sayre-Athens-South Waverly area persons surveyed by the recent OSPD effort pinpointed lack of employment opportunities, out migration of labor and low levels of per capita income as major problems. These problems definitely relate to the suggested solution or goal of Economic Development for the area. It is reasonable, therefore, to look on the development of the new Valley Economic Development Association Industrial Park in Athens township as a logical and proper investment to resolve such concerns. The 125-acre industrial park has recently received a grant to construct the sewer and water lines from the Economic Development Administration. An access road is needed into the area to make it a viable site for locating industry.

The OSPD survey pinpointed transportation access as one of the area's major needs, however. It should be noted that while U.S. 17 traverses the area in an east-west direction, problems still exist in provision of access north-south. U.S. 220 South is a long curved and circuitous route to the Williamsport and Central Pennsylvania area. Considerable construction work needs to be done on upgrading the quality of U.S. 220 to alleviate this

problem. Such improvements could be a major influence on future industrial development. The Sayre-Athens-South Waverly area has well developed health facilities. The Robert Packer Hospital and the Guthrie Clinic, which are internationally famous, are located in this activity area. This institution is a major resource for service, employment and leadership. Inaccessibility to health facilities and services is not a problem in this activity area, as it is in most others.

Other problems which as indicated by the survey were the visual appearance and physical development of the community. Housing and water pollution were also highly represented. Currently, Athens, Sayre, and South Waverly are trying to develop a regional sewer system which will solve many of the local water pollution problems. The system will also upgrade sewage treatment in the area. In addition, additional housing investments appear needed since the flood took a heavy toll of housing in this area when the dikes broke which protected Athens last year. Both the sewer and housing are suggested projects, the sewer because of major investment and impact is rated as a fairly high priority. Flood related Urban Renewal may resolve some of these concerns in Athens borough, but not Sayre or South Waverly.

An outstanding opportunity exists to address one of the Northern Tier district's basic concern, the upgrading of educational facilities. Frequently the general quality of education has been mentioned as a priority. In this area of Sayre, Athens, and South Waverly the Sayre School District is building a large elementary school. This school is one of the largest in

Economic Activity Area

Pennsylvania and can be equipped with educational TV at the time of construction. Such a project would significantly upgrade the quality of the basic education facilities in the area and has also been suggested as a project.

Towanda

Towanda lies in the central Bradford area on Route 6 and the Susquehanna River. The estimated population of the economic activity area is 10,240 which includes the population of Towanda and surrounding communities. The main industries of the Towanda economic activity area are: metallurgical research as well as chemical and hardboard production. All these industries appear to be prosperous and growing, though in recent years they have experienced some employment uncertainties. The hardboard plant in particular has experienced considerable growth and expansion, and there is every indication that such growth will continue.

The OSPD survey given in the Towanda area pinpointed water pollution as the key problem. Some of this problem has been addressed by the development of the Towanda sewage treatment plant. However, a serious problem exists in residential and industrial pollution in the development of the suburbs of Wysox and North Towanda. Sewer systems have been proposed in both areas and are priority potential ARC investments.

Other problems which were pinpointed by the survey in the Towanda

Economic Activity Area

area were visual appearance of the community, physical development, local planning and leadership. To some extent these problems have been related in the minds of individuals in the last several years because of controversies over local urban renewal. The project was voted down as a heated issue more than a year ago.

A project which should be considered related to the Towanda growth area is the nearby Wyalusing sewer. Wyalusing is only 16 miles from Towanda and the community has been trying to finance the sewage systems for nearly a decade. It is considered a major pollution problem dumping raw sewage into the Susquehanna River. The Wyalusing sewer is not now considered in an ARC activity area, though the NTRPDC designated the U.S. 6 - 220 corridor from Scranton to Athens as a growth corridor for EDA. Wyalusing's pollution does effect other downstream growth areas and influences pressures for economic development along the corridor. In addition, considerable potential exists in the community for industrial and housing development as it is the only major site for such development along the Route 6 Corridor between Tunkhannock and Towanda.

Canton

Canton is in the extreme southwest corner of Bradford County with surrounding communities. The Canton economic activity area has a population in excess of 5,000 persons. The major industries of the area are a paper box plant, with approximately 150 employees and a plastics plant with over 100. Canton is in the heart of

Economic Activity Area

large holdings of state game lands and state farm land and is consequently a center of sportsmen and recreation. It commercially serves a population located and scattered through surrounding rural areas even though quite isolated from other basic services such as health or public facilities.

The OSPD survey revealed a particular concern on low income in the area and pinpointed a major area goal as Economic Development. This is logical for little diversification exists in local economic base and other jobs are a considerable distance (Elmira 40 miles, Towanda 26 miles). In addition, transportation was considered a major problem and emphasis was given to improved transportation as a solution. It should be noted that Canton lies on U. S. Route 14 which is a winding road between Canton and Williamsport and is the only major access route for the area. One major project considered for the area is expansion of the community's sewer collection lines which should provide additional service to potential industrial sites as well as some of existing commercial industries. The borough is currently partially sewerred to the major industries and business area, however.

Troy

Troy is 10 miles to the north of Canton in western end of Bradford County and is a community of approximately 1,300 people. The total population of the economic activity area is 4,000 people.

Economic Activity Area

A major concern of the Troy area as pinpointed by the OSPD survey was transportation and with little wonder as it exists 21 miles from Towanda, 26 from Wellsboro, and 25 from the major center of Elmira where many residents commute and work.

In recent years, transportation has been an important development factor as continual population pressure has come from people who do work in the Elmira area. The community is basically a residential area, but there are several manufacturing enterprises there: a textile plant and a printing plant each employing approximately 100 persons. Another factor of community concern is health. The recent mission of an Appalachian application for new health facilities at the Troy Community Hospital should go a long way towards relieving this concern in the currently outmoded facility.

Susquehanna-Oakland-Great Bend-Hallstead

The activity complex of Susquehanna, Oakland, Great Bend, and Hallstead is in Northern Susquehanna County and is listed as having a population of 8,533. The communities lie along the bend of the Susquehanna River in Pennsylvania before the river goes through New York State and then swings back south into Pennsylvania again. The communities lie south of Binghamton, New York, and are part of both that Labor Market Area and Standard Metropolitan Statistical Area. The largest of these several small communities is Susquehanna Depot, with a 1970 population of 2,319.

Economic Activity Area

Many residents commute via I-81 to jobs in the Binghamton area. However, in Susquehanna County manufacturing is still the major source of employment in the economic activity area, and the industries include primary metals with 174 employees, apparel with 75 employed, lumber 44 and non-electrical machinery 38. In addition, several small textile industries exist. The area, particularly Susquehanna Depot, has been hit by heavy unemployment in recent years. Susquehanna Depot used to be one of the great railroad yards in Pennsylvania and since their closing has been severely disadvantaged with high unemployment.

Surprisingly, however, when surveyed the highest rated problem in the area was land erosion and sediment, and the highest rated goal was environmental **quality**. It should be mentioned that in this area of the river a great deal of erosion has been taking place in recent years as well as a considerable amount of pollution from several boroughs of the economic activity area. Water pollution was highly rated in this growth area as a problem. The second great problem of the area seems to be jobs or economic opportunities with economic development as a major goal. This could be done by exploiting the industrial attraction potential of I-81 which traverses the area. Major Economic Development investments in the activity area are major sewer systems in Great Bend-Hallstead and Susquehanna-Oakland. Such investments will greatly increase the potential for economic development with the proximity to I-81 and flat land. Such a possibility is not

Economic Activity Area

remote if proper investments are made. The goal of Economic Development could easily be fostered with the proper investments.

Montrose

Montrose is the county seat of Susquehanna County and is the center of an economic activity area with a population estimated at 5,900 persons, though itself has about 2,000 persons and is surrounded by a small urban fringe.

While Montrose, like the remainder of Susquehanna County, is part of the Binghamton standard metropolitan statistical area and is therefore considered to be part of a larger, multi-county Labor Market, it has a substantial manufacturing base of the town. Over 1,000 jobs were located in a plant at South Montrose which produced aircraft parts, however, recently lost and announced movement of a large division to another area have caused high unemployment. It is no wonder that the OSPD survey in this area revealed lack of Employment Opportunities as the most highly rated problem and Economic Development as one of the three highest goals. Other industries in the area diversify the area's employment base. There are two lumber mills employing nearly 200 persons, leather industries employing over 100 and two printing plants which employ more than 50. In addition, a shoe factory recently announced an expansion requiring 129 new employees. Many jobs in this area are held by women -- almost 43% suggesting that many of the economic activities area's men commute to Binghamton for employment. The Binghamton employment

Economic Activity Area

has also provided a stabilizing influence on the employment of the area.

The OSPD survey has also identified unusual concerns for this activity area as compared with other areas in the tier (but not unexplainable with the high proportion of high wage commuters to Binghamton and Scranton). Individuals identified as important goals community development, cultural and recreation investments and transportation access.

One of the major investments projected in this area is the Susquehanna County Vo-Tech School. It is not known at what location in the county this school will be at this time. Preliminarily, it appears that it will be located south of Montrose. Such an investment will significantly increase the life quality of the area as well as opportunities for higher education and economic development. This would be a most appropriate investment in light of the current economic situation.

Dushore

Dushore is an economic activity area in Sullivan County. While Laporte, 9 miles to the south, is the county seat, Dushore has a larger population and industrial base. The growth area is listed as having a total population of 2,647. That population includes the borough of Laporte.

Sullivan County is the state's second smallest county with an actual 1970 population of 5,961. Therefore, the growth area in

Economic Activity Area

this area includes nearly half of the population. The Dushore-Laporte Labor Market covers the entire county and reflects an economy based on manufacturing despite the fact that one of the great stabilizing influences of the economy here is recreation. Several manufacturing industries exist employing nearly 600. Most of this is in Dushore and several surrounding communities. In particular, a large ice cream plant in Dushore has been severely affected by pollution regulations which is of great concern to the community and its economic base.

Sullivan County is noticeably isolated from services of other counties for such services as health and education. The OSPD survey in the Dushore area revealed great concern with lack of Economic opportunity as a major problem and Economic Development as a major goal. This is not illogical considering the non-diverse character of local industry and the need for commutation to other communities for jobs. The Dushore sewer is the district's highest project priority. The concern over the effect of lost employment is a critical factor in this rating. Preservation of existing jobs would be a prerequisite to any other economic development in the county as well as the development of any further services for the population. Loss of those jobs could be a significant economic blow to the county from which it would be very difficult to recover.

A problem of high concern to the area, rated high in the OSPD survey

Economic Activity Area

was health. Facilities and services of Sullivan County are severely lacking as are transportation services to health facilities, particularly to other major health institutions to the north and south. It is more than one-half an hour's traveling time from Laporte to any hospitals in the area. In the Dushore-Laporte area support of the Appalachian Health Demonstration Project at Laporte, the Osteopathic Medical Center, which is considered a primary health care clinic, is greatly needed. This effort was begun as a rural training project for physicians senior year of medical school. It has, however, provided a great deal of service to the county and greatly improved facilities and capability is needed to provide services to the residents.

In addition, in the OSPD survey transportation was listed as a significant problem and a major Economic Development goal of the area. Sullivan County has one major U. S. highway traversing the growth area. U. S. 220 is a winding circuitous route between Williamsport and Towanda. It should be noted that another problem highly rated as a goal for Economic Development of the area was intellectual and educational development. The county currently has no vocational education or higher education facilities nearby. A significant portion of the youth does not continue schooling after high school for educational opportunities. Few educational opportunities exist nearby. This has been a severe deterrent to the growth and development of the county. However, no projects

Economic Activity Area

have this year been recommended which would approach such a solution to a problem other than continued support and development of the Day Care program and its impact on the child development of the area.

Elkland-Knoxville-Westfield

This is an economic activity area in the northwestern part of Tioga County stretching 13 miles along Pennsylvania Route 49. The area is close to the New York State line and frequently uses services in the New York area. It is estimated that the population of this growth area is approximately 7,000 persons. The communities lie along the Cowanesque River and these same communities were also heavily hit by the flood.

Many of the persons commute to jobs in Corning and Elmira in New York. Though several manufacturing plants exist in the area and approximately 300 persons are employed in leather industries and approximately 100 in electric machinery. A major economic blow was felt, however, during the past year when the area's second Tannery in Elkland closed. The loss of this plant has created severe economic problems in the area. The OSPD Survey confirmed such problems. Highest rated problems in this activity area were the need for employment opportunities, low per capita income and out-migration of labor. The severity of the problem was indicated by the emphasis given these three topics in proportion to the other problem topics mentioned by the area.

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Economic development was (very expectedly) the priority goal, and it is logical the reason most of the investments projected for the area would be of an economic development nature.

The district has projected a need for two potential industrial access roads. One on the southern side of the Cowanesque River which serves Elkland's only major industries at this time, the other serving the old Elkland Tannery site. Either one or both could be used as potential attractions for new industry in the area. In addition, a project supporting the Economic development of the area, consideration should be given to a water line in Westfield Borough. Relocation of this line and its enlargement would serve the largest industry of the growth area - the Westfield Tannery.

Elkland is isolated from most of the services available in Tioga County at this point, being in the extreme northwestern end of the county. This includes health services and facilities as pointed out in the OSPD survey. The community has for years been trying to build a health clinic in hope of attracting physicians to the area as the population is currently served by two physicians, both of retirement age. It is hoped that the Appalachian Health Demonstration Program in the area can give support to this clinic effort. But the district has also recommended that consideration be given to the construction of the Elkland Primary Health Care Center in addition to any operational programs.

Transportation was also listed as a high priority goal of this district. Access currently is poor to the Central Tioga County

Economic Activity Area

communities as well as to any resources in New York State. The problem is mentioned simply to emphasize the need for health resources, since no investments in transportation have been projected in this area.

Other goals for economic development which were mentioned in the OSPD survey were: (1) the need for physical development of communities; and (2) greater intellectual development and education. In addition, housing was considered a major problem in development of the area. Much of the housing problem has arisen since the flood. The problem of development and beautification of the communities is being attacked by urban renewal programs now available to this area for flood recovery. These investments should provide a great deal in the way of physical development for these communities and attraction of industry. As far as Educational Development, it should be remembered that Tioga County has no Vo-Tech School or junior college and it is hoped some arrangements can be made with other local schools either in New York or development of some local services.

Wellsboro

Wellsboro is an economic activity area in central Tioga County. It has an estimated population of 10,000 persons. Less than 5,000 people live in the community of Wellsboro. A great deal of the population in this economic activity area live in the "suburbs" of the surrounding Richmond and Charleston Townships.

The Wellsboro Chamber of Commerce has made the nearby gorge of Pine Creek famous as the Grand Canyon of Pennsylvania and the

Economic Activity Area

area has benefited from the presence of three nearby State Parks and six State Forest picnic areas in attracting tourists. However, the Wellsboro area's major source of employment is still manufacturing. A pressed glass plant in the area has almost 600 employees and is the major manufacturing industry of Tioga County. Other industries include non-electrical machinery with nearly 300 workers and metal fabrication with 150.

Many of the basic needs of the growth area are currently taken care of. The community will have excellent health facilities and does have access to the higher education resources of Williamsport and Mansfield College, while typically Wellsboro chose employment and income as a major problem in the area. This may relate to the lack of economic diversification, but the problem was not emphasized as highly as in most of the rest of the district. Needs such as housing, and health were highly rated and of high concern to the residents in this EEA. The recent Appalachian renovation of Soldiers and Sailors Memorial Hospital has not yet been completed and its services are not yet in operation. This could be a major factor accounting for concern of health in the community. Housing needs may relate to the rapid growth of the "suburb" area, with goals centered around physical, mental health, recreation, and cultural investments. Wellsboro is a highly developed community and needs the icing investments to create a comfortable and desirable community.

The recommended projects for this growth area are the Charleston Township sewer and the Wellsboro sewage treatment plant to support the growing population base of Wellsboro and keep it a desirable community for the location of industry. With the area's significant economic potential for the attraction of high wage industry this

Economic Activity Area

is a major economic impact investment. In addition the nearby state park at Hills Creek could be further developed with an access road. Traffic at the park is so heavy now that a small sewage treatment plant is being built to service its needs. This recreation investment would go a long way towards stabilizing and developing the recreation industry of the area.

Mansfield

Mansfield is an economic activity area in eastern central Tioga County. It stretches along the Appalachian Highway U. S. 15. The growth area has a population of nearly 10,000 persons. Locally a public investment in the huge Tioga Hammond Dam, which is to be built by the Corp of Engineers and is a \$100,000,000 project will have significant economic development impact on the area. The Mansfield area also experienced dynamic growth in the 60's because of the college related economy.

Several major industries exist in the area, such as metal fabrication at Blossburg and Mansfield State College. The college helps to diversify the normally manufacturing economy of the Northern Tier. The prospect of job increases from additional college employment and enrollment is particularly desirable from the standpoint of economic development because it brings well educated people with new leadership potentials to the area.

The rapid growth of the area may be fostered only by key investments to support the growth potential along the Corridor. One of the highest priority projects of the district is the development of a regional water system between Blossburg and Mansfield. This investment is critical to the continued expansion of the

Economic Activity Area

college as well as the growth area, and serves a large section (nearly 10 miles) along the Appalachian Development highway. While Mansfield has experienced a growing economy with only a slight setback from the loss of the Blossburg Hospital this past year, employment and income was still a major concern of the district. Partially that concern could be eliminated by the job impact of water investment.

In addition, the OSPD Survey pointed out that such factors as transportation, housing and health were all highly rated and of high concern.

It is hoped that the reopening of a primary health care center at the Blossburg State Hospital will resolve some of the health concern and the construction of U.S. 15 through the area will resolve an access problem for the area. Goals of the area are development of transportation, environmental quality, development of health services and facilities. Definition of these goals is in contrast to the frequently expressed goal of most of the areas in the Northern Tier which is normally Economic development. This type of goal shows a perspective of area problems emphasizing life quality and environment not wholly unexpected in a college related economy.

Scranton

It should be mentioned that a large portion of the Northern Tier potential for growth rests with the emanation of industrial and commercial development from U.S. 6 and I-81. Currently several communities of the Northern Tier are within Scranton growth area and their development is critical to the development of the district.

Fostering the growth of communities (such as Factoryville, Tunkhannock, and Forest City) for commercial, residential and industrial development is greatly needed. Such investments can direct the development and, in fact, accelerate future growth. For instance, Tunkhannock sewer collection and treatment would be a major investment on the Route 6 Corridor. Expansion of the Tunkhannock area has been stopped by the lack of such a sewer system. Influenced are all types of commercial manufacturing and residential expansion.

At this moment a significant portion of the Tunkhannock population commutes to the Scranton area for jobs and services, a significant portion of the Scranton population works at the Charmin plant above Tunkhannock. This pinpoints the importance of fringe growth area industry to the economic activity areas even as major as Scranton. Growths of Scranton can be excellerated into this area by proper investments, support of development of water lines in Nicholson Boro, a sewer in Factoryville, an access road to serve the developing industrial park in Forest City, and the Tunkhannock sewer.

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SUSQUEHANNA ECONOMIC DEVELOPMENT DISTRICT

DEVELOPMENT PLAN FOR CENTRAL PENNSYLVANIA: A CAPITAL
INVESTMENT GUIDE FOR FEDERAL, STATE, AND LOCAL
GOVERNMENT TO ENCOURAGE ECONOMIC DEVELOPMENT

1973 REVISION

*PREPARED BY THE CENTRAL SUSQUEHANNA LOCAL DEVELOPMENT DISTRICT (SEDA) IN
COOPERATION WITH THE APPALACHIAN REGIONAL COMMISSION
AND THE COMMONWEALTH OF PENNSYLVANIA*

PRIMARY OBJECTIVE: It is the purpose of this plan to identify those things which should be done to make Central Pennsylvania a better place in which to live and work. The programs and projects suggested herein should be evaluated in terms of their ability to improve per capita income; to enhance the environment; to improve the attractiveness of the region; to assist individuals achieve their full social development as contributing members of society; and to aid in the emergence of more effective local government.

We recognize that we are not able to deal equitably with all of the factors which are essential to achieving the primary objective of the plan. There are major program areas in which the region is ahead of the nation; very little attention will be directed to these areas. There are major program areas in which we are behind the nation; more attention will be directed to these areas. There are major program areas which this plan does not cover; they will be covered in future plan revisions. Special emphasis is given to those program areas which would contribute most to economic development; our justification for this lies in the fact that a healthy economy is essential to underwriting the costs in all other program areas.

BACKGROUND INFORMATION: We have a region with great natural attractions and advantages which is just coming to the attention of business, industry, and private individuals. A rapid rate of change is inevitable. It is the purpose of this plan to preserve the values which we now enjoy; resolve some of the problems which plague our region; and to shape a social, economic, governmental, and environmental system which will be worthy of our natural advantages.

The most serious problem we have is the multiplicity of governments (500) with limited financial resources, limited professional staffs, and limited geographical bases. Only in a few exceptions are these units of government properly equipped to deal with the problems and opportunities of the region.

A problem of equal magnitude to that of multiplicity of local governments is that of assisting the multi-problem family and multi-problem individual to climb from a state of dependency and neglect into a self-reliant, self-supporting, dignified role in society. Our social service system offers a vast cafeteria filled with services to aid the disadvantaged individual. Frequently, the disadvantaged individual does not have the sophistication to diagnose his need; find the cafeteria; select the services to fill his needs; and continue under treatment till his needs have been met. The most significant step which should be taken is to create a human service center designed to seek out disadvantaged individuals; assist them in diagnosing their needs; assist them in working out personal development programs and assist them through the development programs till they are able to assume full individual responsibility in the private sector.

A problem of increasing importance is the need for involving school age people as responsible participants in all phases of community life. It is one of the great national tragedies that we have inadvertently excluded young people from so many areas of community life that they have had to create a youth culture of their own. This youth culture has been creating an increasing sense of distress and concern because of its divergence from many of the cherished values on which this country was built. We have prepared a discussion paper entitled "The High School Student and Community Development" which suggests the program which is needed to reestablish a sense of communion and shared values between students and the adult community. We sincerely hope that this program can be funded at the earliest possible time.

The Local Development District is emerging as a significant change agent in the region. At the present we have more than 1200 people actively involved in programs sponsored by the District; our target population is 10,000 people directly involved in SEDA programs and 575,000 people in secondary involvements. The Local Development District is evolving into a full range multi-function, multi-county planning and development agency serving Central Pennsylvania. Our objective is to have every Federal, State and local government body and every private organization use SEDA as their vehicle for uniting public and private efforts directed toward making Central Pennsylvania a better place in which to live and work. SEDA now employs staff specialists in industrial development, finance, tourist promotion, health planning, health education, epidemiology, communications, civil engineering, recreation planning, corrections, municipal and regional planning.

The Local Development District is rapidly becoming a more effective voice for local government in the new federalism which is evolving between Federal, State, and local government. We now face a situation where all levels of government are prepared, and in some cases anxious, to delegate increased responsibility to the LDD. The LDD is undertaking this responsibility as financing permits.

SEDA was recently reorganized as a Council of Governments to permit it to deal more effectively with multi-county problems. SEDA-COG now can speak officially on public sector matters. Much of the work of SEDA-COG is carried on through its advisory councils; these permanent

councils are organized to speak for private sector interests on functional concerns such as health and tourism. Through SEDA-COG the region is rapidly developing the means of uniting both public and private efforts in dealing with the major multi-county problems.

In 1972 the ten counties suffered the biggest flood in their history. Damages will approximate \$500,000,000. It will take us many years to regain the ground we lost. However, we should regard this as an opportunity to plan and build anew with the full knowledge of our vulnerability to weather catastrophies.

Per capita income in the SEDA region lags behind national averages. This is of course one of the major limiting factors in properly addressing our problems. We must sustain a continuing program to improve our earning capacity which will support all of our efforts in both the private and public sector efforts at improvements to the region. The limited financial resources within the region are reflected in correspondingly lower quality of housing and in some reduced levels of community services.

In preparation for this annual plan revision, 71 community leaders selected from our nine economic activity areas completed extensive questionnaires setting forth their views on the problems of the economic activity area in which they live and work. The results of these questionnaires have been summarized and presented in EXHIBIT A.

The lack of adequate housing was identified as the most serious problem in the region. State and Federal programs to alleviate the problem have made comparatively little headway. Damages sustained by the flood further aggravated an already critical problem. Community leaders believe that the answer lies in increasing the supply of unsubsidized single-family and multi-family housing. It would appear that an aid to the alleviation of the problem would be for the public sector to assume responsibility for creating a supply of fully improved building sites. This would reduce the working capital requirements of builders and introduce competitive pricing into a very scarce commodity -- building lots. We have included all of the sewerage treatment improvement projects likely to be funded in the region this year in our 73-74 project package. Any additional funding which can be obtained will permit the applicants to extend services more readily to new residential areas.

Insufficient employment opportunities was rated as the second most serious problem in the region. SEDA-COG has sponsored the Susquehanna Tourist Council as the vehicle for developing the tourism potential of the region. Tourism is a very primitive industry in the region at this time; it does have a very significant growth potential. It requires careful guidance to realize the potential without damaging the amenities which make the region attractive to visitors. Our principal source of employment is presently in manufacturing. We do enjoy a strategic location for market oriented manufacturers desiring to serve the eastern seaboard. We have the basic requirements for a great variety of manufacturing classifications. The construction of an Industrial Development Center and Industrial Showcase to serve the entire region is under consideration. We believe that this is the logical type of service to offer the region to supplement the work of the local

industrial development corporations. We have assigned high priority in the 73-74 project package to sewerage and solid waste projects which will benefit manufacturers having special environmental problems; this should be an important assist to both present and prospective employers.

Third rank for serious problems affecting the quality of life was assigned to attitudes of community leadership. It is interesting to note that community leaders themselves identify their own attitudes and the attitudes of their counterparts as serious problems. We suspect that this grows out of a sense of frustration they face in coming to grips with the serious problems of their areas. Part of this stems from the unbelievably complex local government structure for dealing with community problems. The organizational framework we must use to solve our problems is as much a part of the problem as the attitudes of the people who are manning the organizational framework. It is precisely this problem which prompted the old SEDA (private non-profit corporation) to reorganize as SEDA-COG (Council of Governments). The answers to this problem appear to lie in simplifying our local organizational structure and in improved leadership training.

Out-migration of the quality labor force was listed as number four problem. This is the result of other problems rather than the problem itself. People leave an area when it is lacking in amenities and there are insufficient employment opportunities. Proper attention to these two problems in a region of great natural beauty, such as ours, eliminates the out-migration problem.

Low per capita income was identified as the next problem. We have already identified efforts underway to improve this situation. We might add that we have one work item in our flood recovery program which specifically addresses the problem of improving per capita income in agriculture and forestry.

Transportation access is still a major concern of the region. This will probably continue till the approved limited access highway system is in place. Our leadership does not generally identify the problems of rail transportation in the region to be of a high order of importance. Perhaps this is because of a feeling on their part that there isn't anything which can be done to halt the decline. Both of our major railroads are insolvent. Discontinuance of service would be a disaster of the magnitude of Hurricane Agnes. No planning is underway at the regional level to deal with this problem.

Increased economic development was identified as the number one goal for the region and for six of the nine economic activity areas. Improved community physical development and improved local government operations were listed as two and three. Both of these goals are closely interrelated. Improved community physical development is in large measure a product of improved local government.

With regard to improvement of social welfare services, the care of aged and improved services to children and youth were closely ranked one and two. Improvements relating to recreation and cultural enrichment suggest the need for first attention to the active recreation programs and facilities. To clean up the environment, solid waste disposal facilities and improved sewage treatment facilities were in a virtual

tie. To protect persons and property, first attention should be paid to juvenile crime prevention, flood protection, and stronger law enforcement. The solution to law enforcement problems may well be by other means than increasing the size of the law enforcement system. Improved community highways and inter-area highways were identified as the top development goals for improved transportation and communication services. Improved emergency medical services was identified as the top goal for improved physical and mental health; the primary health care system now under development through SEDA-CPHC is working out plans with hospital leaders to share this responsibility. Improved community physical development is best accomplished by increasing the supply of non-subsidized housing and rehabilitation of existing housing stock. The greatest need for intellectual development and education is listed as being in vocational and manpower training. Industrial development, service oriented industries, and tourism were listed in that order as the proper goals for the economic development program. Consolidation of taxing jurisdictions and establishment of area-wide services are thought to be the best means of improving local government operations.

We stress at this time that all of the statements made thus far are generalizations which pertain to the entire region. Later in the plan we will identify the variations which appeared in responses from leaders from the different economic activity areas.

GOALS STATEMENT FOR SEDA-COG, 1973-74

1. Increase the capacity of the SEDA Council of Governments to serve as the focal point for multi-county planning and development work in Central Pennsylvania. This is to be accomplished through blending of efforts of both public and private sectors.
2. Establish the multi-county comprehensive planning function in the SEDA Council of Governments. The initial focus of the planning work will be on flood recovery planning.
3. Increase diversity and quality of employment opportunities in Central Pennsylvania.
 - A. Expand our effort in providing employment opportunities and facilities in tourism.
 - B. Establish an effort to improve employment opportunities in manufacturing. The focus of this effort will be in assisting our present manufacturing concerns to achieve their individual growth potential with proper regard to comprehensive planning considerations.
4. Begin natural resource management planning on a multi-county basis with proper regard to efforts underway in local, state, basin, and federal jurisdictions.
5. Establish solid waste disposal facilities which will permit all of Central Pennsylvania to be in full compliance with Act 241.
6. Begin human resource planning on a multi-county basis.
7. Within the framework of human resource planning, establish Comprehensive Health Planning under Section 314b of P.L. 89-749.
8. Establish primary health care system to serve entire region consistent with local needs and desires.
9. Serve as a technical assistance agency for local units of government.

1973-74 - A YEAR OF PLANNED ACTION

The purpose of this section of the report is to identify in brief the multi-county work program for fiscal year 73-74. There are numerous supporting documents in the files which would unduly burden the reader. However, they are essential to a complete understanding of this document. Several of the more important documents are listed in the event that more complete explanations are required:

1. SEDA-COG OVERALL PROGRAM DESIGN FOR FY 72-73 PLANNING PROGRAM. This program was dated Jan. 17, 1973. It is anticipated that it will begin FY 73-74.
2. SEDA REGION ARC PRIORITY PACKAGE, 73-74. A priority package and description of projects for which we will attempt to obtain special grant funding.
3. 1973-74 GRANT APPLICATION FOR THE ARC LOCAL DEVELOPMENT DISTRICT. Work program.
4. 1973-74 GRANT APPLICATION FOR THE ARC 202 SPECIAL HEALTH DEMONSTRATION PROGRAM. Work program and project package.
5. WORK PROGRAM OF SUSQUENITA TOURIST COUNCIL.
6. A PROPOSAL TO ESTABLISH A REGIONAL INDUSTRIAL DEVELOPMENT CENTER.

The Year of Planned Action is described in specific work items. These work items are classified by three criteria:

1. Functional Activities. (Economic, Natural and Environmental Resources, Human Resources, Community and Regional.)
2. Organizational Type. (Planning, Development [Organization and Demonstration] and Operations [Permanent Operating Responsibility]).
3. Duration. (Short range includes those programs which should be complete within the fiscal year. Long range includes those programs which begin in the fiscal year and extend into subsequent fiscal year.)

I. Economic planning and development program.

A. Planning program.

1. Short range.

- a. Identify industrial and commercial relocation sites for flood endangered business enterprises. (EDA Flood)
- b. Prepare Overall Economic Development Plan. (EDA Flood)
- c. Determine feasibility of Industrial Development Center and Industrial Showcase as tool for cultivating growth of existing manufacturing concerns in region. (ARC 302b) and/or (Pa. Dept. of Commerce.)
- d. Complete identification of basic attractions and program which will serve as the base for our tourism industry. (ARC 302a) We have brought together those people who are interested in the tourism industry in the region through the Susquenita Tourist Council. We now need to establish an economic development plan consistent with other development needs of the region.

2. Long range.

- a. Begin economic base study. (EDA Flood)
- b. Contribute to Appalachian Development Plan and Commonwealth Investment Plan. (ARC 302a) This is a continuing responsibility to prepare multi-county components in state-wide plans.

B. Development program.

1. Short range.

- a. Assist Susquenita Tourist Council in 73-74 work program. (Local)
- b. Act as agency for Industrial Matching Fund program of Pa. Dept. of Commerce. (Local)
- c. Establish Industrial Development Center and Industrial Showcase if feasibility studies warrant. (ARC 302b) and (Pa. Dept. of Commerce). This is listed as priority 25 on the LDD project package; application will be filed separately for consideration by ARC.

2. Long range.

- a. Strengthen and expand SEDA TRUST FUND as basic funding source. (ARC 302a) The fund currently stands at approximately \$185,000. Permanent trustees have been elected. Work is needed to clarify the role of the TRUST FUND and make it operational for its intended purpose.
- b. Strengthen Susquenita Tourist Council to the point where it will be self-supporting. (ARC 302a) Good progress has been made. Cultivation of revenue sources should make possible almost complete self-support after this year.
- c. Explore possibility of establishing Industrial Development Council. (ARC 302a) In connection with our flood recovery responsibilities it appears that

such a Council will be needed. If the basic support is there, an attempt will be made to organize.

C. Operations program. This year we will be limited to operation of the SEDA TRUST FUND.

II. Natural and Environmental Resource Management Planning and Development Program.

A. Planning program.

1. Short range.
 - a. Flood of record delineation. (HUD 701, ARC-HUD Flood)
 - b. Describe land use in flood plain of flood of record. (ARC-HUD-EDA Flood)
 - c. Identify flood protection needs. (ARC-HUD Flood)
 - d. Assess Agnes Flood damages. (EDA Flood)
2. Long range.
 - a. Begin flood recovery plan. (ARC-HUD Flood)
 - b. Participate in river basin planning. (ARC-HUD Flood)
 - c. Special hydrology studies. (ARC-HUD Flood)
 - d. Watershed management planning. (ARC-HUD Flood)

B. Development program.

1. Short range.
 - a. Implement all county solid waste management plans utilizing sanitary landfills and transfer stations. (EPA-DER)
2. Long range.
 - a. Incorporate resource recovery technology into county solid waste management programs which are based upon sanitary landfills at present. (EPA-DER)

C. Operations program.

Manage Timberhaven property.

III. Human Resources Planning and Development Program.

A. Planning program.

1. Short range.
 - a. Assist in project planning of Primary Health Care Centers. (ARC 202)
2. Long range.
 - a. Define primary health care system in terms of elements necessary to an effective operating system. (ARC 202)
 - b. Establish Comprehensive Health Planning under Section 314b. (ARC 202)
 - c. Establish regional human resources planning program. (HUD 701)
 - d. Prepare health disaster plan. (Comp. Health Plan)

B. Development program.

1. Short range.

- a. Assist in establishing primary health care centers in Shamokin, Loysville, Belleville, Mifflin, Muncy, Blossburg and Lewisburg. (ARC 202)
- b. Provide technical assistance to strengthen primary health care centers in Williamsport, Lock Haven, Snow Shoe and Penns Valley. (ARC 202)
- c. Option site and complete construction plans for Community Corrections Center. (Local) If approved by sponsoring counties.

2. Long range.

- a. Establish mechanisms for cooperation between primary health care centers. (ARC 202)
- b. Establish Community Corrections Center for adults. (LEAA and Local) If approved by sponsoring counties.

C. Operations program.

None anticipated.

V. Community and Regional Planning and Development Program.

A. Planning program.

1. Short range.

- a. Prepare recommendations for regional data system. (HUD 701)
- b. Prepare recommendations for relationships between County Planning Commissions; County Planning Directors; SEDA; Comprehensive Health Planning; and A-95. (ARC 302a) This has to be our major effort this year to establish a sound working relationship with planners of the region to forestall friction and produce the best results.
- c. Work on flood recovery plan. (ARC-HUD)
- d. Appalachian Development Plan and State Investment Plan. (ARC 302a)
- e. Temporary housing for flood and urban renewal displaced persons. (ARC-HUD Flood)

2. Long range.

- a. Work on flood recovery plan. (ARC-HUD Flood)
- b. Coordination of regional airport planning. (HUD 701)
- c. Contribute to Appalachian Development Plan and State Investment Plan. (ARC 302a) This is a continuing responsibility.
- d. Shamokin Creek Watershed Rehabilitation Feasibility Study. (ARC 302b) This is priority 21 on our project package. It will be filed separately.

B. Development program.

1. Short range.

- a. Technical assistance in grants and aids. (ARC 302a) This is a continuing responsibility. We expect to

play a more aggressive role in soliciting project applications on the project package. (See pages immediately following.) Special attention will be given to funding public facilities required for housing.

- b. Public information program. (ARC 302a) With the greatly expanded program we find it necessary to maintain a greatly increased public information program to reach people through media and publications.

2. Long range.

- a. Technical assistance in capital funding programs. (ARC 302a) This is a new program this year to assist local units of government in financial planning. We expect to begin with looking at needs of county government.

- C. Operations program.
None anticipated.

BODY: SEDA-COG (Central Pennsylvania Health Council)

PURPOSE: To organize a special health demonstration program under Section 202 of the Appalachian Regional Development Act for improving health care. To serve as a comprehensive health planning body under Section 314b of P.L. 89-749.

STRUCTURE: Council has representatives of major provider groups with a majority of consumers of health care services.

CURRENT PROJECTS:

Clinton County Emergency Services, Lock Haven Hospital	Funded
Development of Nursing and Home Health Services	
SUN Home Nursing	Funded
Shamokin Area Visiting Nurses Association	Funded
Rehabilitation Services, Enterprises for the Handicapped	Funded
Information, Referral and Follow-up, Susquehanna Valley	
Rural Health Institute	Funded
Sheltered Workshop, Tioga County Partners for Progress	Funded
Dental Services, SUN Area Vocational-Technical School	Funded

PRIMARY HEALTH CARE CENTERS

Mountain Top Area Medical Center	Funded
Penns Valley Medical Center	Funded
Lock Haven Hospital	Funded
Divine Providence Hospital	Funded
Vastine Foundation (Shamokin)	Funded
Perry Health Center	CPHC and State Endorsed
Tuscarora Area Health Center	CPHC and State Endorsed
Big Valley Area Medical Center	CPHC and State Endorsed
North Penn Health Corp. and	
Williamsport General Hospital	CPHC and State Endorsed
East Lycoming Primary Health Care Center	CPHC and State Endorsed

COMPREHENSIVE HEALTH PLANNING TASK FORCE - Develop recommendations for a review and comment procedure. Develop recommendations for criteria for evaluation of health programs and facilities.

PUBLIC EDUCATION/INFORMATION TASK FORCE - As the name implies.

HOME HEALTH TASK FORCE - To provide a regional forum and base of action to improve the delivery and quality of home health care.

MH/MR TASK FORCE - To identify regional MH/MR program needs and recommend possible solutions. To relate MH/MR activities to comprehensive health planning.

OSHA TASK FORCE - To assist industry with compliance with the 1970 Occupational Health and Safety Act.

HEALTH MANPOWER TASK FORCE - To recruit, train, and place local manpower in the area health delivery system and all matters pertaining to this objective.

COMMUNITY AGENCY TASK FORCE - For cooperation and assistance in health planning and programming with major emphasis on design and implementation of health services.

DENTAL ASSISTANT ADVISORY COMMITTEE - Provide technical assistance in dental program; in primary health care and in the development of new projects relating to dental health.

FAMILY PLANNING TASK FORCE - To assure the availability of family planning services and information.

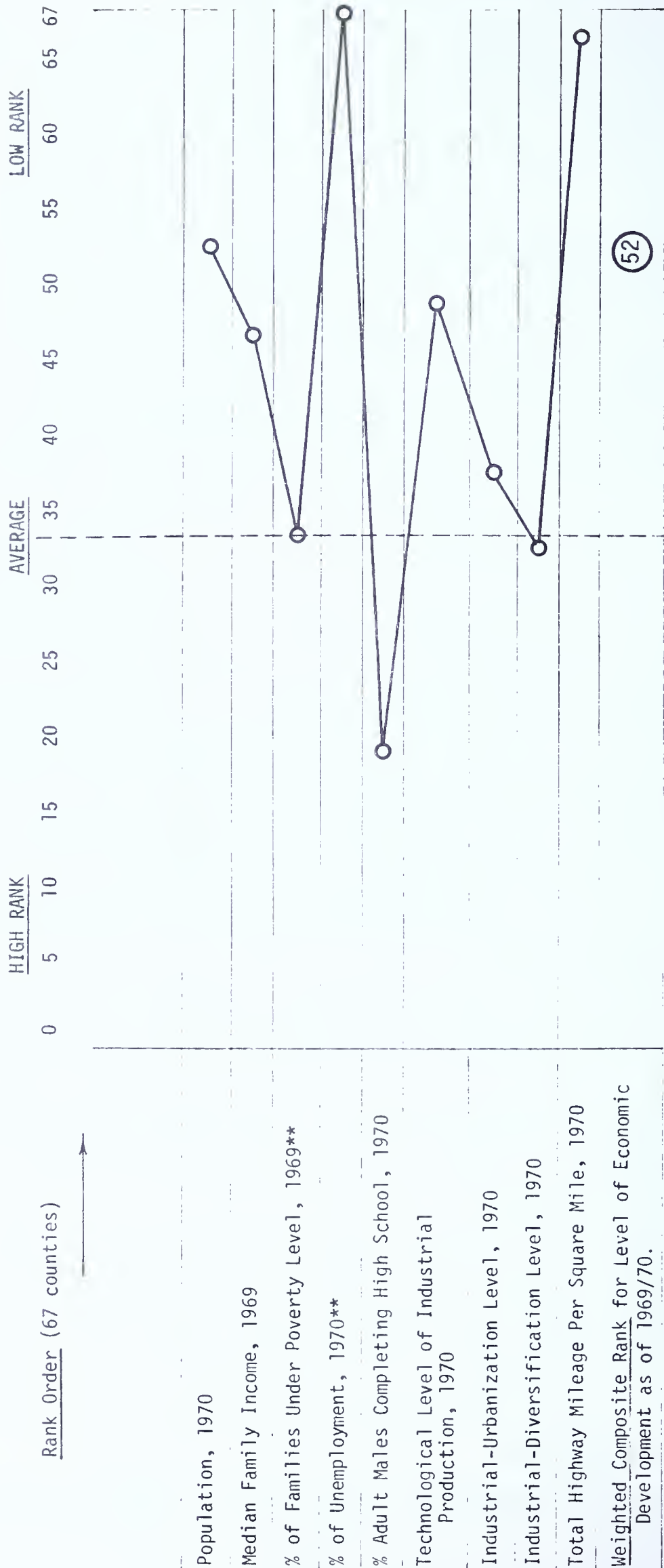
MEMBERSHIP: The Council includes Merle Arnold, Dr. Babcock, Dr. Buchert, Ray Calabrese, Mrs. James Campbell, Aaron Claster, Beverly Crews, Stuart Crossen, Norman Fischer, John Howell, Hugh Jones, Dr. Mayes, Mrs. Max Miller, David Pearson, Harold Pray, Dr. Rinck, Carl Saylor, Albert Speth, Joseph Stauder, Mrs. Jane Taylor, Thomas Twine, Cloyd Wagner, Mrs. Janet Wagner, Clive Waxman, Marjorie Weaver, Sister Emiline Wehner, Richard West, George Williams, Milton Zabitz, Charles Zook, Maria Beward, Bernette Crozier and David Steward.

TASK FORCES are manned by members of the council plus representatives of the special interest of the TASK FORCE.

TERM OF OFFICE AND EXPIRATION DATE: Health Council members are appointed for three year staggered terms. Task Force members serve to complete the assignment.

Rank Order of SEDA EAA's Within All Counties of Pa.
For 9 Selected Measures of Levels of Economic Development*

County/Economic Activity Area: CLINTON
(Includes Renovo (5-1) & Lock Haven (5-3))



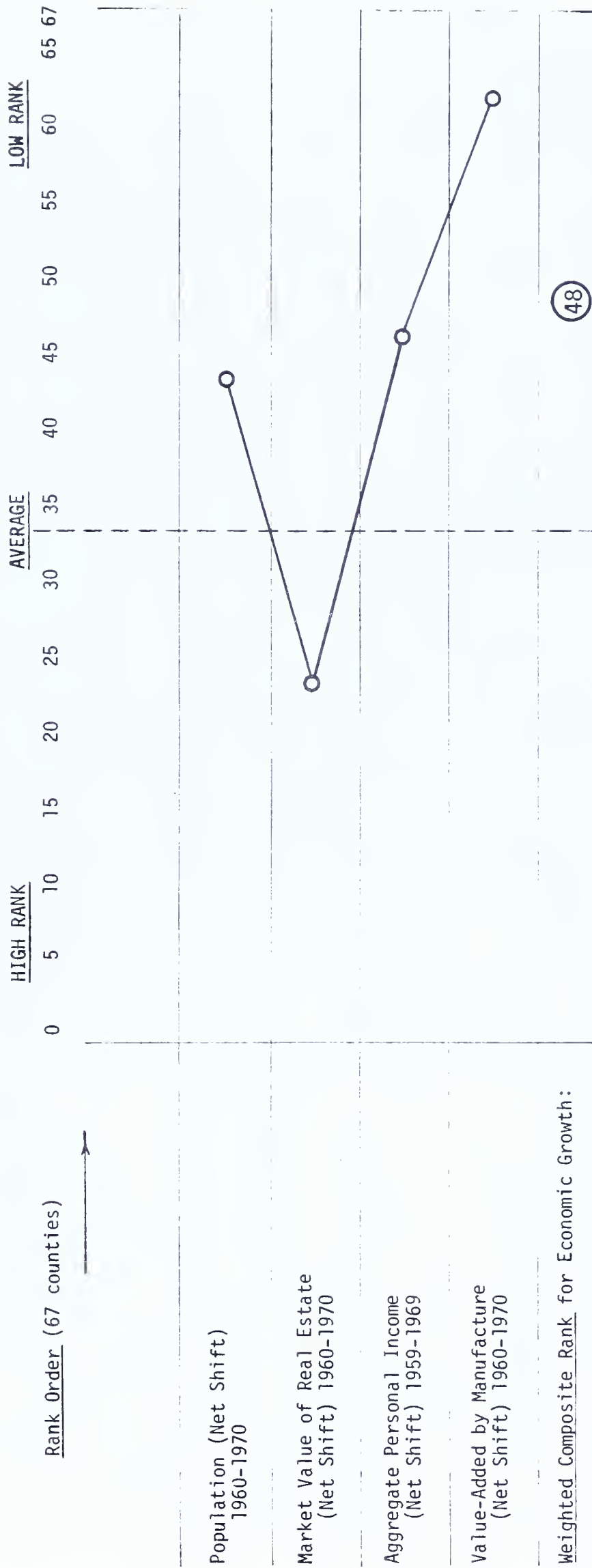
* Data Source: Comparative Study of Economic Development, Office of State Planning & Development, Harrisburg, February '73.

** Reverse order.

Rank Order of SEDA EAA's Within All Counties of Pa.
For 4 Selected Measures of Economic Growth*

County/Economic Activity Area: CLINTON

(Includes Renovo (5-1) & Lock Haven (5-3))

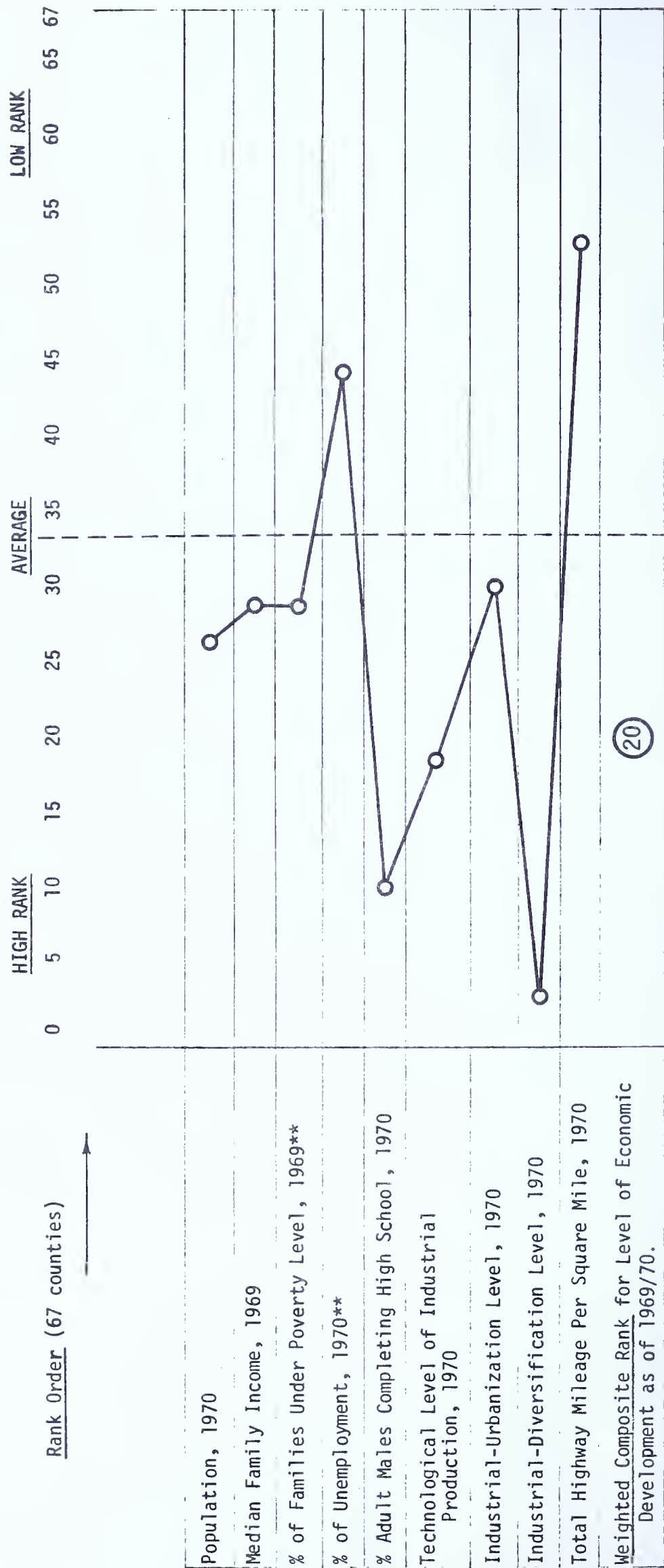


* Data Source: Comparative Study of Economic Development, Office of State Planning & Development, Harrisburg, February '73.

Rank Order of SEDAA EAA's Within All Counties of Pa.
For 9 Selected Measures of Levels of Economic Development*

County/Economic Activity Area: LYCOMING

(Includes Williamsport EAA (5-2))



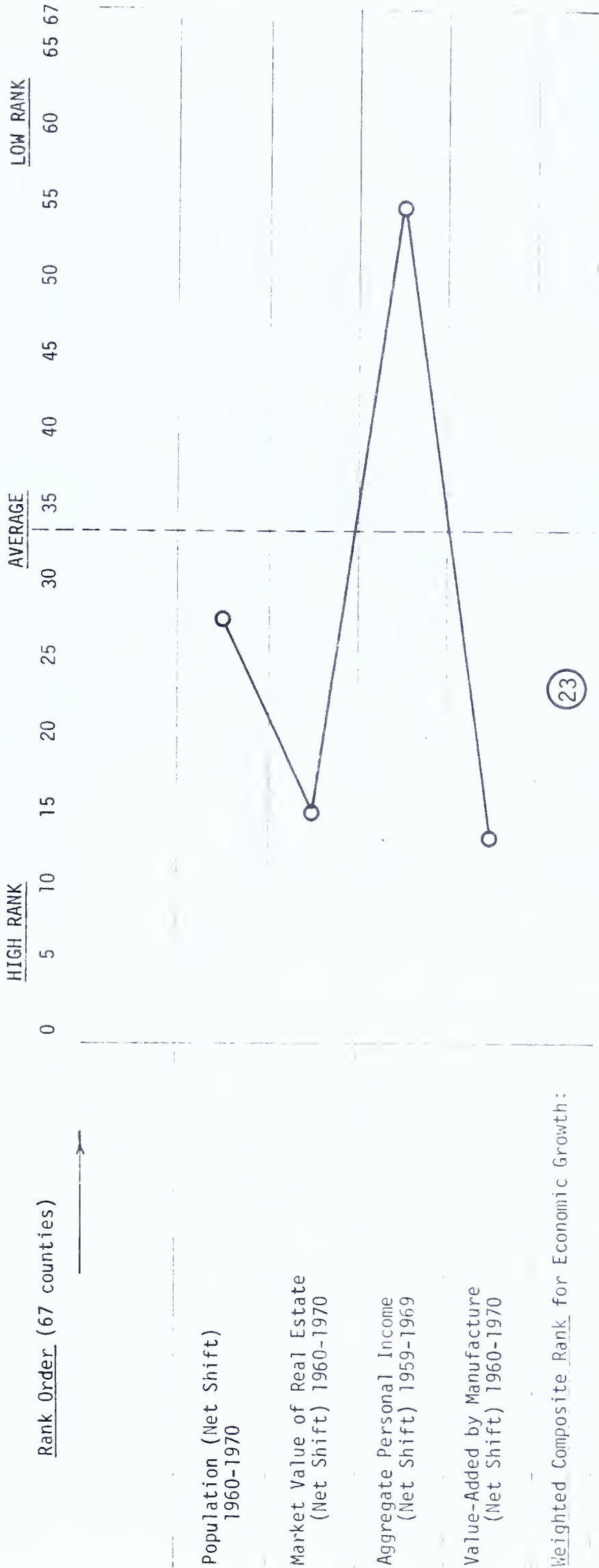
* Data Source: Comparative Study of Economic Development, Office of State Planning & Development, Harrisburg, February '73.

** Reverse order.

Rank Order of SEDA EAA's Within All Counties of Pa.
For 4 Selected Measures of Economic Growth*

County/Economic Activity Area: LYCOMING

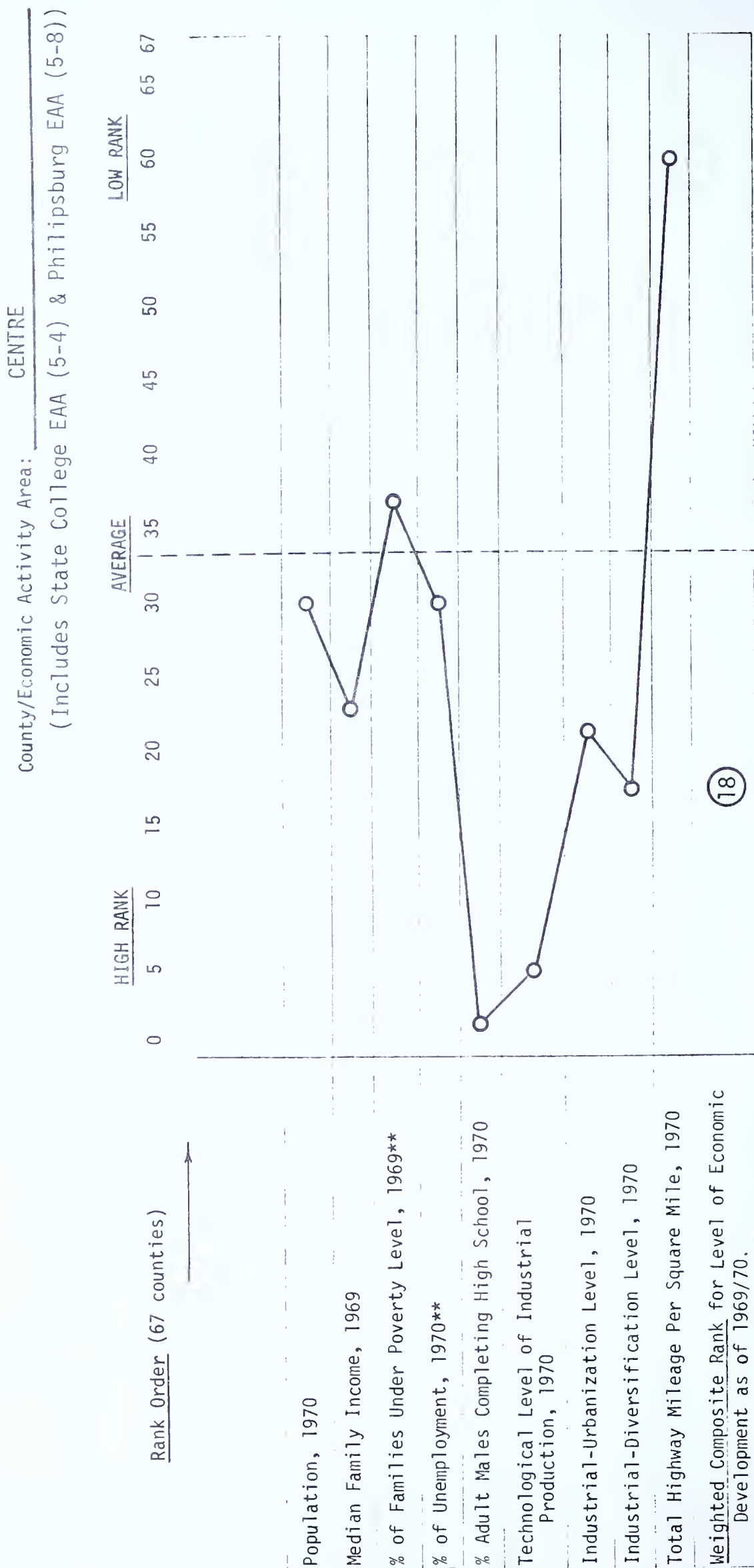
(Includes Williamsport EAA (5-2))



Weighted Composite Rank for Economic Growth:

* Data Source: Comparative Study of Economic Development, Office of State Planning & Development, Harrisburg, February '73.

Rank Order of SEDA EAA's Within All Counties of Pa.
For 9 Selected Measures of Levels of Economic Development*



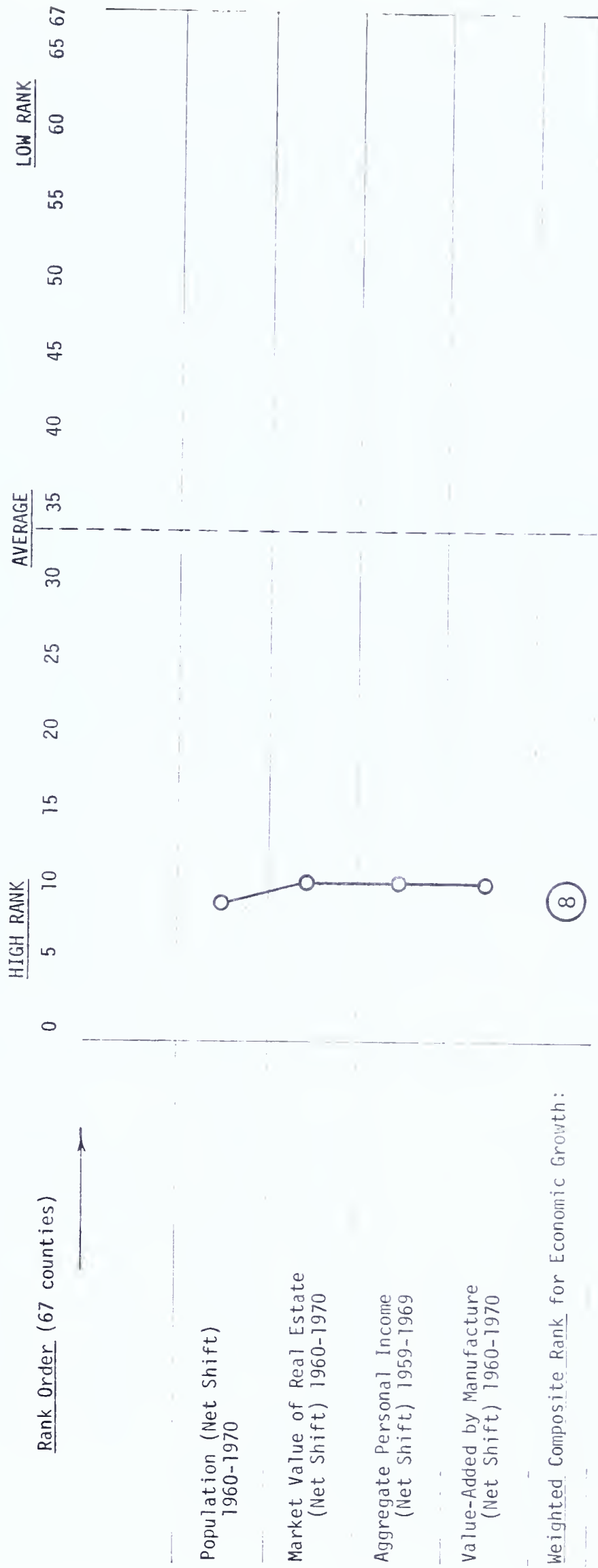
* Data Source: Comparative Study of Economic Development, Office of State Planning & Development, Harrisburg, February '73.

** Reverse order.

Rank Order of SEDA EAA's Within All Counties of Pa.
For 4 Selected Measures of Economic Growth*

County/Economic Activity Area: CENTRE

(Includes State College EAA (5-4) & Philipsburg EAA (5-8))



* Data Source: Comparative Study of Economic Development, Office of State Planning & Development, Harrisburg, February '73.

Rank Order of SEDA EAA's Within All Counties of Pa.
For 9 Selected Measures of Levels of Economic Development*

□ COLUMBIA
▼ MONTGOMERY
○ NORTHUMBERLAND
● SNYDER
△ UNION

County/Economic Activity Area:

(Includes Sunbury EAA (5-5) & Shamokin EAA (5-6))

Rank Order (67 counties)	HIGH RANK										AVERAGE		LOW RANK				
	0	5	10	15	20	25	30	35	40	45	50	55	60	65	67		
Population, 1970							○		□			●	△	▼			
Median Family Income, 1969							△		▼	●	□			○			
% of Families Under Poverty Level, 1969**						□	△		●	▼	○						
% of Unemployment, 1970**			△	●	▼	□		○									
% Adult Males Completing High School, 1970					□	△		○	▼			●					
Technological Level of Industrial Production, 1970							○	△		▼	□	●					
Industrial-Urbanization Level, 1970								○	△	□	▼		●				
Industrial-Diversification Level, 1970					●	○	□				△	▼					
Total Highway Mileage Per Square Mile, 1970				▼	○	□		●			△						
Weighted Composite Rank for Level of Economic Development as of 1969/70.							(31)	(32)	(36)	(44)	(48)						
							□	○	△	▼	●						

* Data Source: Comparative Study of Economic Development, Office of State Planning & Development, Harrisburg, February '73.

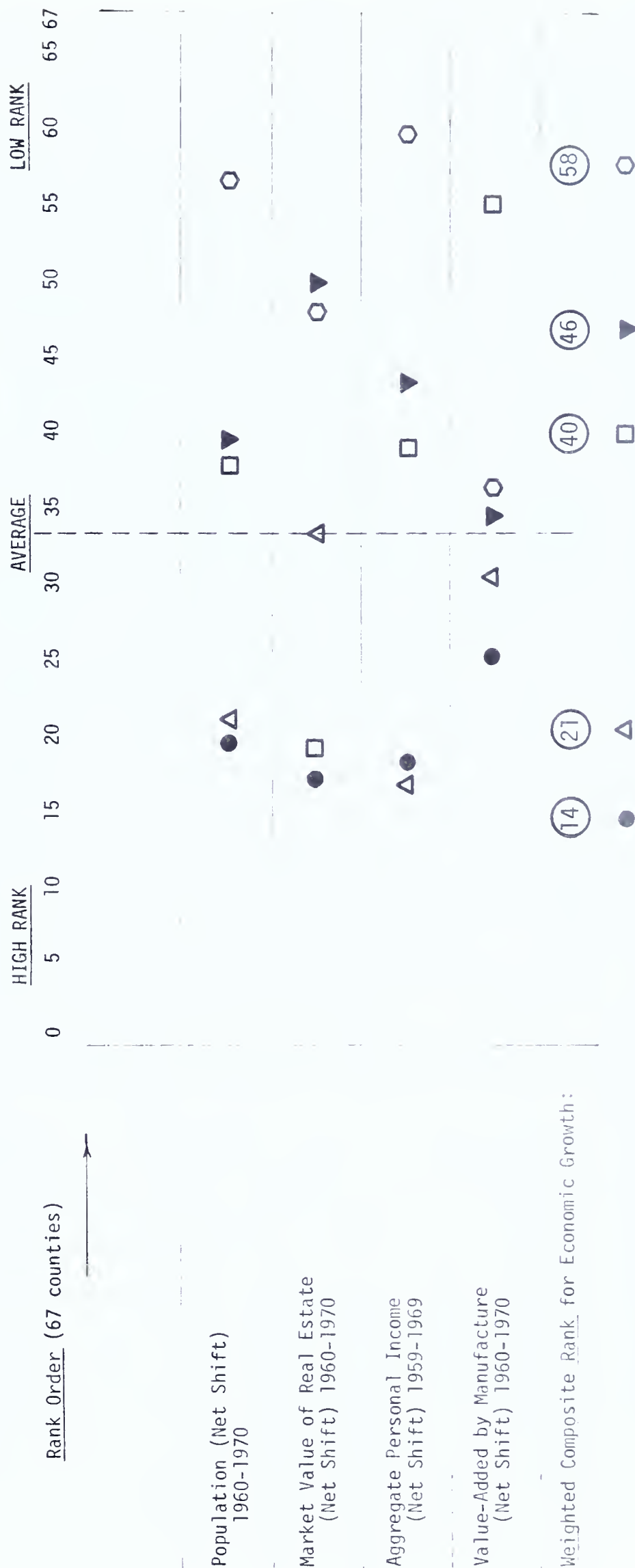
** Reverse order.

Rank Order of SEDA EAA's Within All Counties of Pa.
For 4 Selected Measures of Economic Growth*

- COLUMBIA
- ▼ MONTGOMERY
- NORTHUMBERLAND
- SNYDER
- △ UNION

County/Economic Activity Area:

(Includes Sunbury EAA (5-5) & Shamokin EAA (5-6))

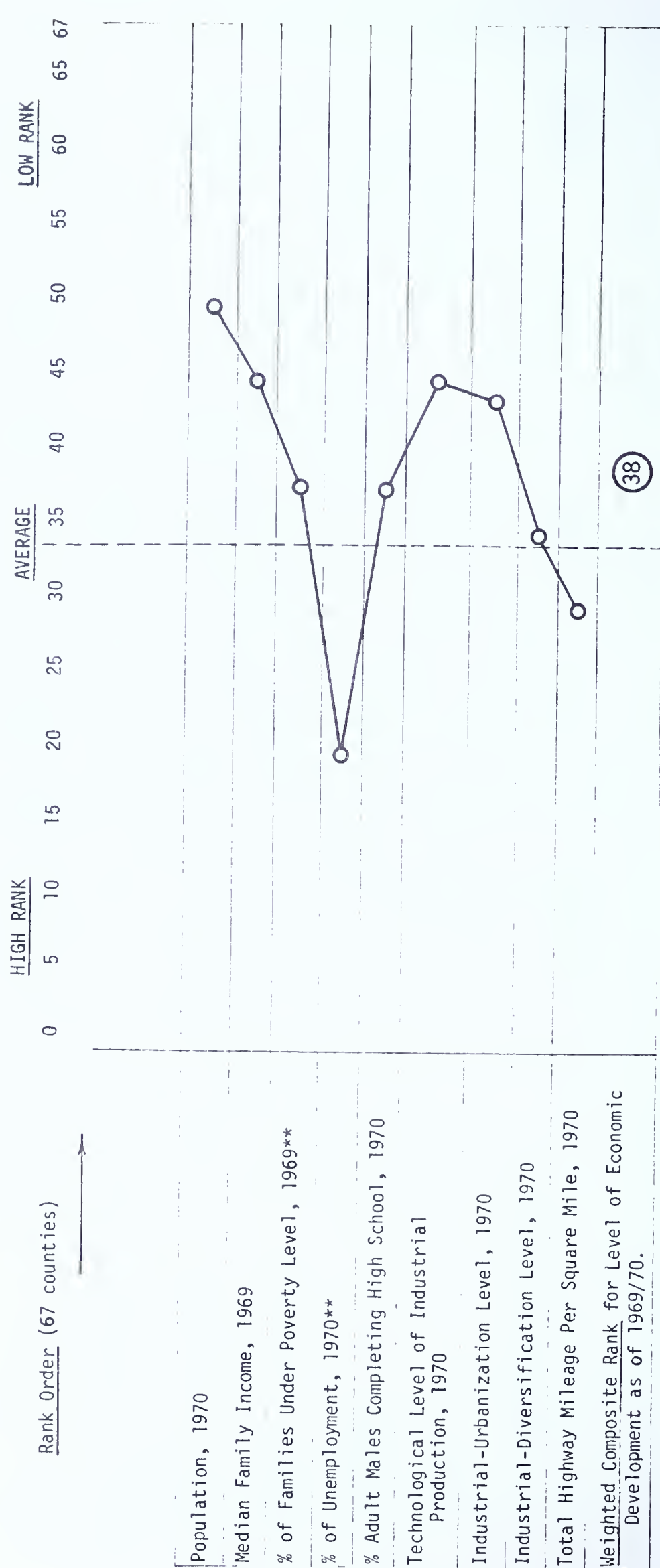


* Data Source: Comparative Study of Economic Development, Office of State Planning & Development, Harrisburg, February '73

Rank Order of SEDA EAA's Within All Counties of Pa.
For 9 Selected Measures of Levels of Economic Development*

County/Economic Activity Area: SUNBURY EAA

(Average of 5 counties in EAA)



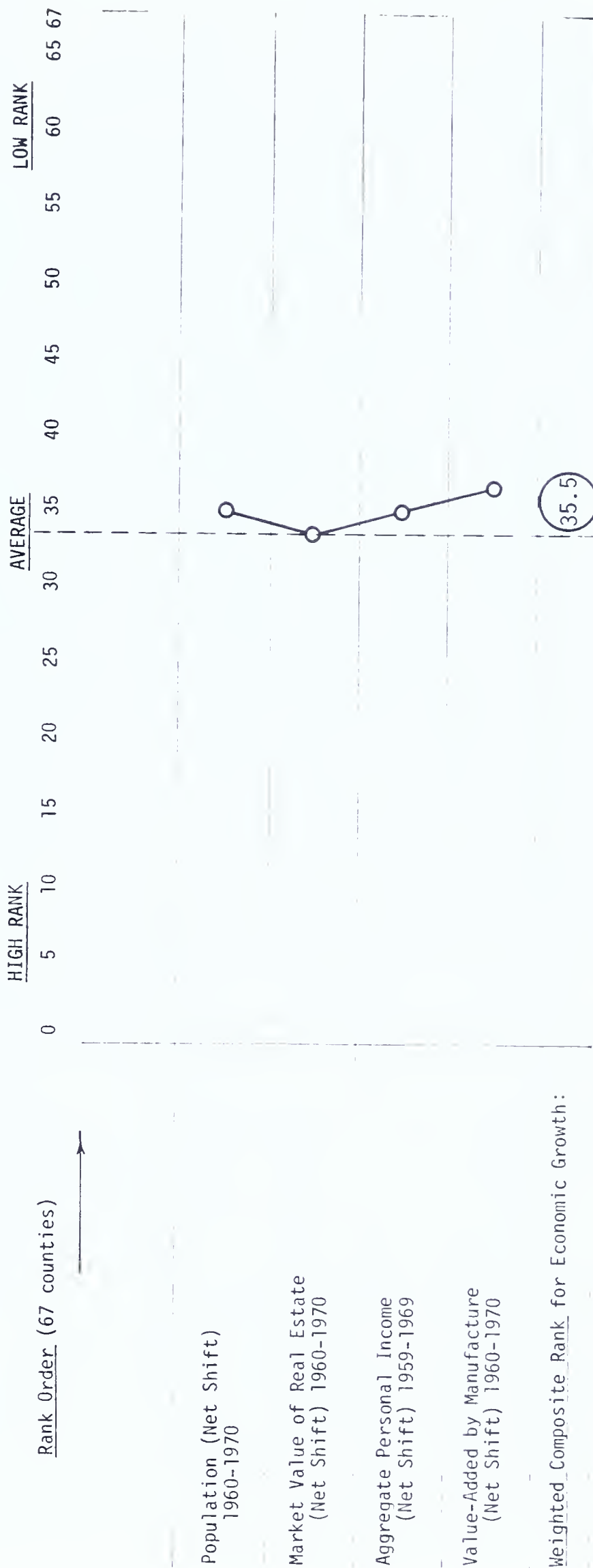
* Data Source: Comparative Study of Economic Development, Office of State Planning & Development, Harrisburg, February '73.

** Reverse order.

Rank Order of SEDA EAA's Within All Counties of Pa.
For 4 Selected Measures of Economic Growth*

County/Economic Activity Area: SUNBURY EAA

(Average of 5 counties in EAA)

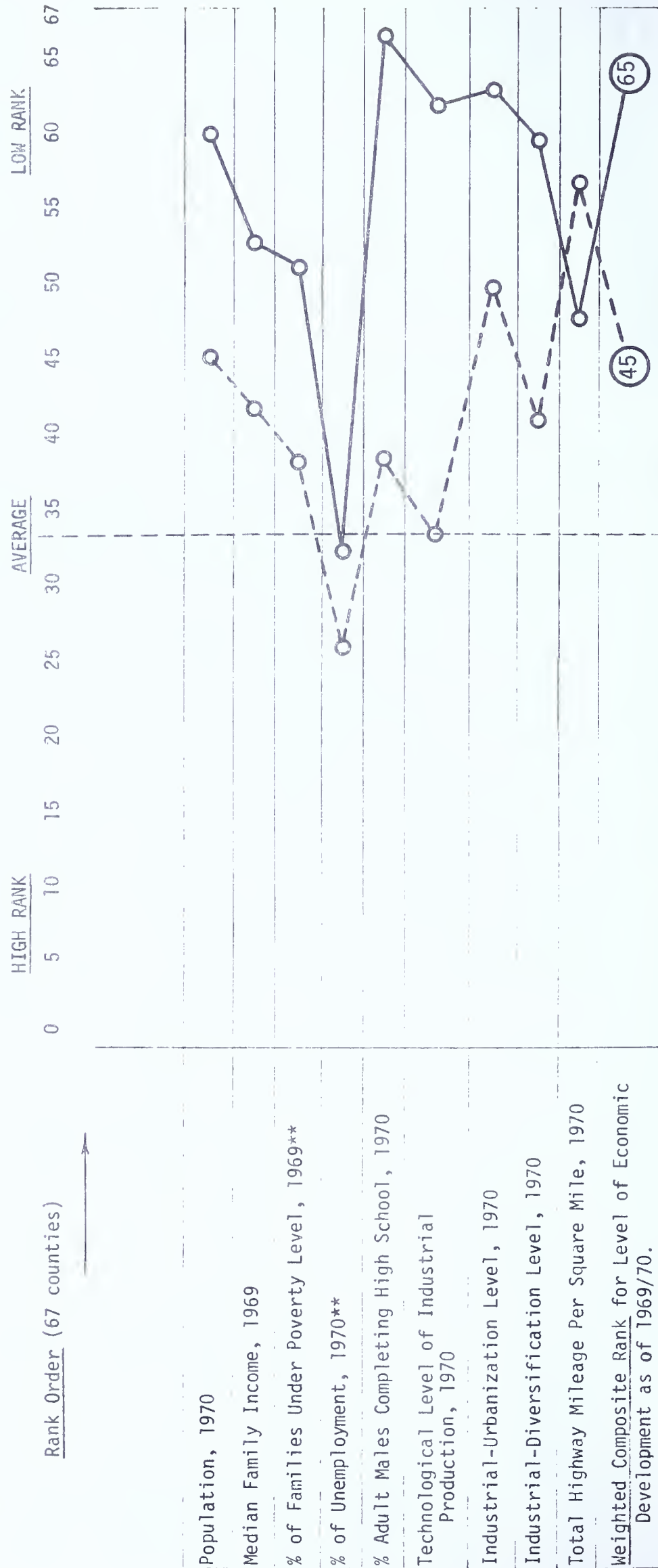


* Data Source: Comparative Study of Economic Development, Office of State Planning & Development, Harrisburg, February '73.

Rank Order of SEDA EAA's Within All Counties of Pa.
For 9 Selected Measures of Levels of Economic Development*

County/Economic Activity Area: JUNIATA
 MIFFLIN

(Includes Lewistown EAA (5-7))



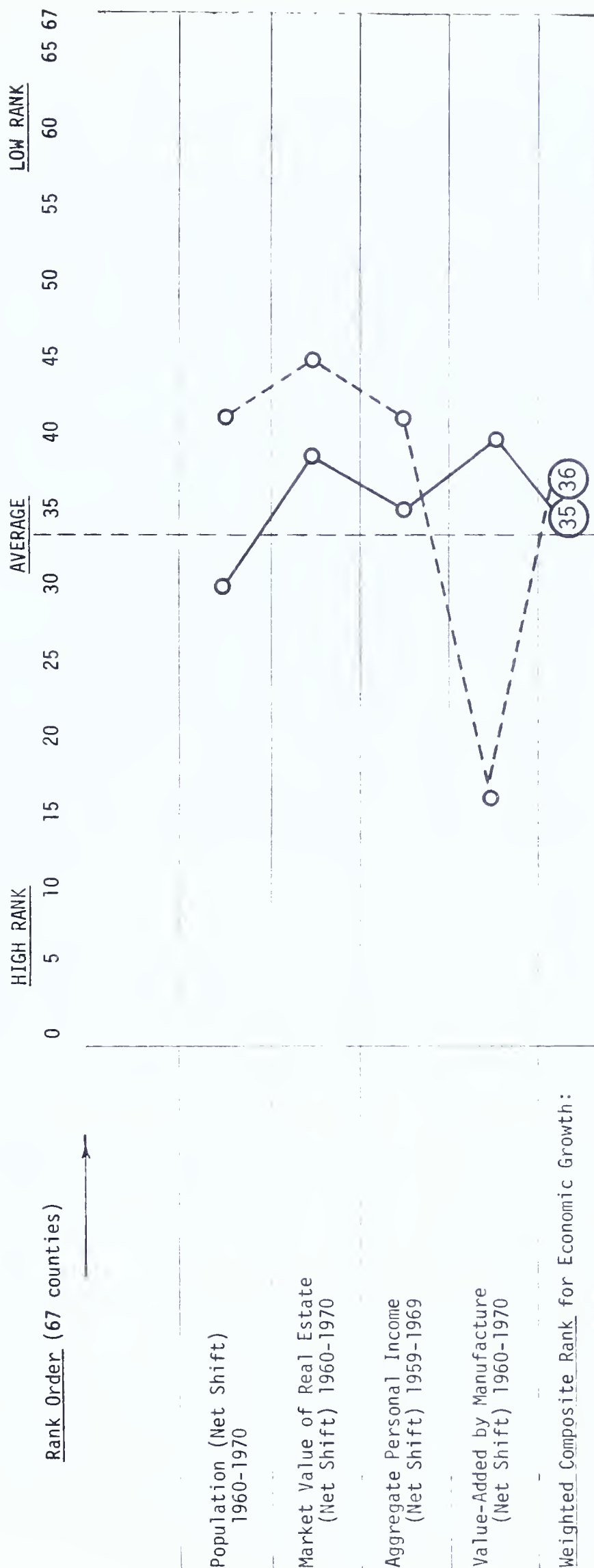
* Data Source: Comparative Study of Economic Development, Office of State Planning & Development, Harrisburg, February '73.

** Reverse order.

Rank Order of SEDA EAA's Within All Counties of Pa.
For 4 Selected Measures of Economic Growth*

County/Economic Activity Area: JUNIATA —
MIFFLIN --

(Includes Lewistown EAA (5-7))

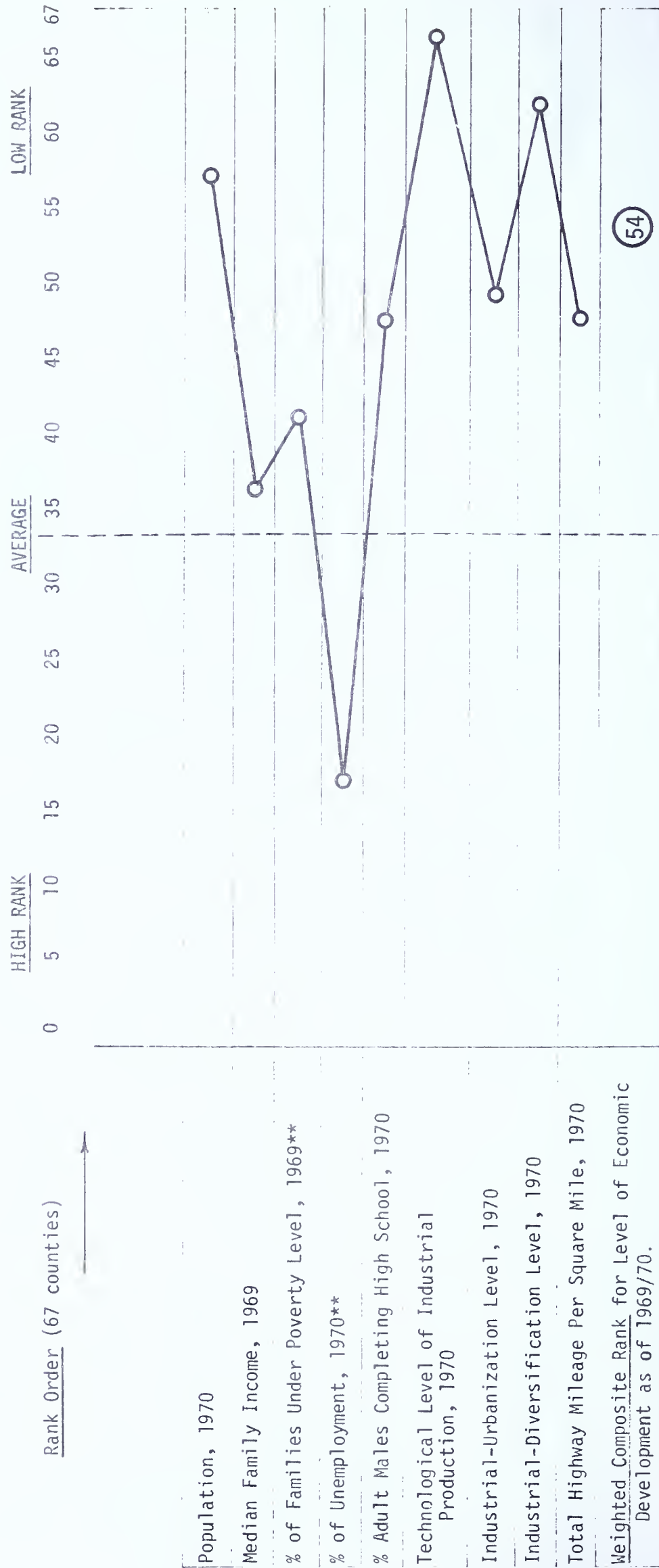


* Data Source: Comparative Study of Economic Development, Office of State Planning & Development, Harrisburg, February '73.

Rank Order of SEDA-EAA's Within All Counties of Pa
For 9 Selected Measures of Levels of Economic Development*

County/Economic Activity Area: PERRY

(Includes Marysville EAA (6-1))



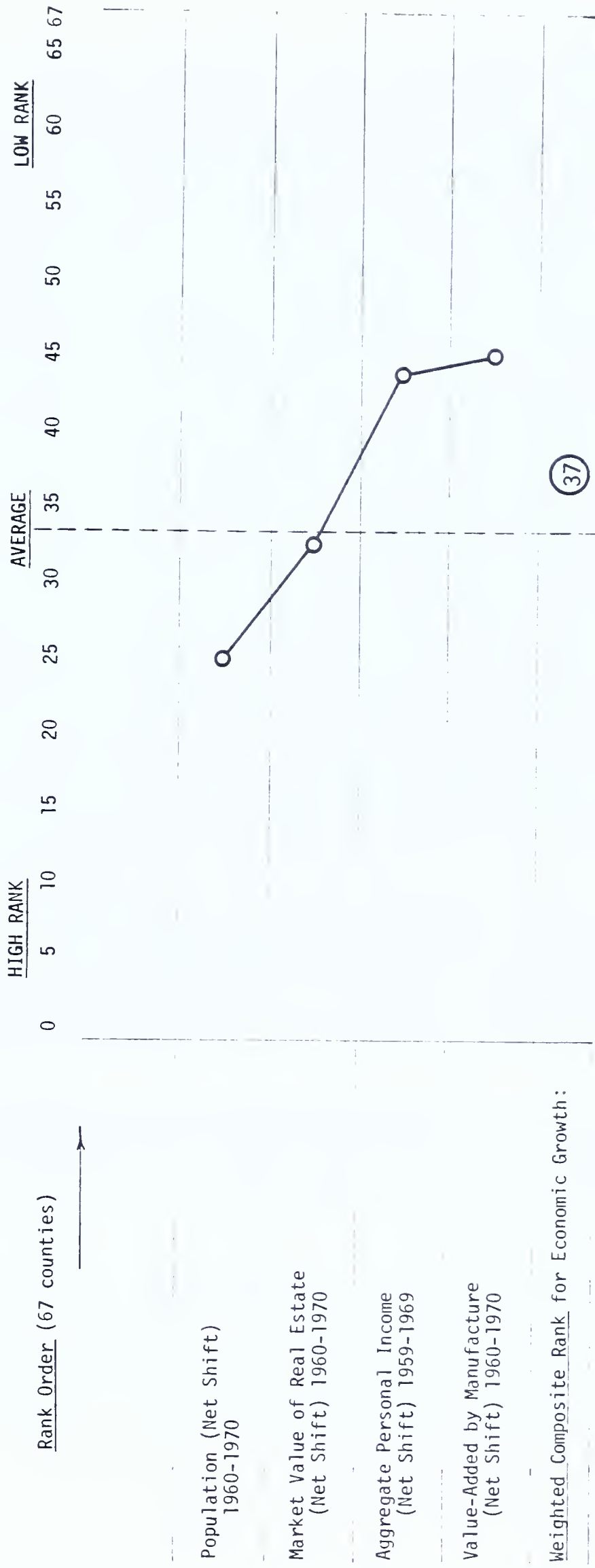
* Data Source: Comparative Study of Economic Development, Office of State Planning & Development, Harrisburg, February '73.

** Reverse order.

Rank Order of SEDA EAA's Within All Counties of Pa.
For 4 Selected Measures of Economic Growth*

County/Economic Activity Area: PERRY

(Includes Marysville EAA (6-1))



Weighted Composite Rank for Economic Growth:

* Data Source: Comparative Study of Economic Development, Office of State Planning & Development, Harrisburg, February '73.

1961-71 PA. SURVEY OF BUYING POWER

(Sales Management Magazine)

	1961			1971			
	Total (in 000's)	Effective Buying Income Per Household	Per Capita	Total (in 000's)	Effective Buying Income Per Household	Per Capita	% Change 1961-1971
State:	\$22,953,279	\$6,755	\$1,997	\$42,352,815	\$8,613	\$3,554	84.5
Centre	147,688	7,066	1,814	331,071	8,193	3,246	124.2
Clinton	64,204	5,733	1,699	112,287	7,632	2,909	74.9
Columbia	86,568	5,279	1,621	171,547	7,283	2,942	98.2
Juniata	19,432	4,224	1,215	43,326	6,711	2,594	123.0
Lycoming	203,174	5,958	1,827	360,831	7,768	3,127	77.6
Mifflin	71,661	5,308	1,607	143,144	7,820	3,098	99.8
Montour	29,484	6,857	1,745	45,441	7,724	2,876	54.1
Northumberland	159,003	4,969	1,560	294,919	6,994	2,937	85.5
Perry	39,284	5,036	1,460	84,252	7,519	2,837	114.5
Snyder	41,852	3,895	1,579	90,316	7,783	3,051	115.8
Union	49,804	7,546	1,916	103,709	8,112	3,504	108.2
Arithmetic Average of 11 Counties	82,923	5,625	1,640	150,186	7,594	3,011	81.1

Source: Pa. Department of Commerce
Bureau of Economic Development
FP&R Division

RENOVO ECONOMIC ACTIVITY AREA ANALYSIS (5-1)

PROBLEMS OF THE EAA. During the last decade the population decreased by 18%. The population decline took place in both the urban and rural part of the EAA. We do not have a statistical analysis of this EAA; our available data covers the entire county. The level of economic development for the county was ranked 52 and economic growth was ranked 48, which places the county well below the state average. We believe that economic conditions in the Renovo area would be somewhat less favorable than the figures for the county as a whole. The EAA has been adversely affected by the decline of railroading and the urban area suffered major damage from the flood. As a result of the limited financial resources of the area, the urbanized area is lacking in sewerage treatment facilities; physical appearance of the community is not up to standard; the hospital is not up to general hospital standards; and it is difficult to provide some of the human services. The Susquehanna River is adversely affected in this area by acid-mine drainage which originates up-stream. Responses to the questionnaires from people living in the EAA indicate that they recognize the nature of their problems.

POTENTIAL OF THE EAA. Renovo is situated in a setting of striking beauty. It is located on the banks of a river in a deep valley in the middle of one of the great forested regions of the state. It is located in the middle of one of the most unusual parks in the state; it extends 75 miles along the Susquehanna River Valley from mountain rim to mountain rim. The tourism potential of the EAA is outstanding.

GOALS FOR DEVELOPMENT. In view of the declining population and the low economic indicators a total redevelopment plan for the EAA would seem to be indicated. Piece-meal attention to the problems of the area will not suffice. Detailed plans for the creation of a new economic base for the region are essential. Based upon these plans, a total community development strategy must be prepared to upgrade the quality of housing and community services.

SPECIFIC POLICIES AND ACTIONS NEEDED. A permanent community leadership seminar is needed to repeatedly bring together community leaders in the preparation of plans and strategies. Consulting help will be needed in preparing proposals for economic development suitable to the unique opportunities of the area.

73-74 ARC PROJECT RECOMMENDATIONS. Western Clinton County Sewerage Treatment Plant was assigned regional priority 10. Construction of the Renovo Hospital was listed in the project package without assignment of priority; this has been referred to the Central Pennsylvania Health Council for review and comment. The purpose of this referral is to determine if the health needs of the area will be best served by construction of a hospital in Renovo.

WILLIAMSPORT ECONOMIC ACTIVITY AREA ANALYSIS (5-2)

PROBLEMS OF THE EAA. During the last decade population increased by 3.3%. There was a 4.8% decrease in the city and boroughs which reflects some disenchantment with the quality of urban life. At the same time there was a 19.6% increase in the suburban and rural townships which indicates a serious pattern of decentralization which will mean substantially increased costs for public services. Williamsport is the metropolitan center of the region. It has increased in importance as a center of banking, wholesale, retail and professional services. OSPD population and employment projects appear to be reasonable. The level of economic development for the county was ranked 20 and the growth rate ranked 23, which puts the economic activity area well above average in the state. The aggregate net shift in personal income seems to be lower than it should be; we question the rank assigned. The responses of community leaders to the questionnaires indicate a concern with problems that are typical of the metropolitan areas. Housing, transportation, crime and juvenile delinquency were identified as the three top problems. Economic development issues were next in order.

Housing problems focused on the need for an increased supply of unsubsidized single family housing, with downtown redevelopment and unsubsidized multi-family housing close behind. Attracting new industry and promotion of service oriented industries are thought to be the means of dealing with economic problems of the EAA. Mass transit and improved highways appear to be the major concerns. Stronger enforcement of criminal law; juvenile crime prevention and improved police protection are identified as the most serious problems in protection of persons and property. Improved services to children and youth was ranked number one in the social welfare field. Flood damage was considerable in the Jersey Shore, Muncy and Montgomery areas; local industries suffered major setbacks in the '72 flood. Solid waste disposal and water pollution were ranked one and two as the environmental problems.

POTENTIAL OF THE EAA. As the largest metropolitan area in Central Pennsylvania, a special mantle of leadership and responsibility should be carried. Major responsibility for regional services falls to the EAA. Regional banking influence; wholesale trade; retail trade; professional services; educational services and governmental services emanate from this center. If this center does well, the region does well; if the region does well, the center will do well. During the last decade the EAA has made excellent progress in its role as the regional metropolitan center. The Williamsport Area Community College has emerged as a major institution; the Williamsport Hospital has achieved recognition as a regional medical center; four regional banking institutions now headquarter in Williamsport; state and federal governmental services are using Williamsport more extensively. There does not seem to be a corresponding rate of development in retail services and cultural activities.

GOALS FOR DEVELOPMENT. The primary responsibility of the EAA is to serve as a metropolitan hub for Central and Northcentral Pennsylvania. Community leaders seem to sense this in most of their planning in that they make provision for working relationships with all of their surrounding counties where mutual advantages can be gained. This is apparent in both the public and private sectors; this trend is to be commended and encouraged. Special efforts are needed to restore the vitality to the core of the metropolitan center. Extensive urban renewal and housing programs will be required in both private and public sectors.

SPECIFIC POLICIES AND ACTIONS NEEDED. Community leadership should be brought to an understanding of the full significance of this new role as metropolitan hub of the region. There are reciprocal advantages to be gained by the tributary area and the urban center. There are reciprocal responsibilities to be filled; i.e., strong support for the Williamsport Area Community College by all of the people of the region makes possible a fine technical training institution which would not otherwise be available in a rural area. All of us will benefit.

73-74 ARC PROJECT RECOMMENDATIONS.

<u>Regional Priority</u>	<u>Project</u>	<u>Service Area</u>
1	Allenwood Disposal Site Access Road	6 counties
2	Specialized Refuse STP and Collection System	6 counties
11	Williamsport Area Community College Remodel for career development courses	8 counties
22	Mill Creek Dam Access Road	State-wide recreation facility
23	DuBoistown Interceptor to Regional Treatment Plant	Regional STP
24	Montgomery Sewerage	Boro & Twp.
29	Lycoming County Airport	6 counties

LOCK HAVEN ECONOMIC ACTIVITY AREA ANALYSIS (5-3)

PROBLEMS OF THE EAA. During the last decade the population increased 4.1% with almost all of the increase taking place in the townships. We have witnessed a decline in care and maintenance of the older urbanized areas. Heavy damage sustained in the 1972 flood will probably speed the decline. Most of Lock Haven was under water in 1936 and 1972. With these experiences fresh in mind, there is little likelihood that the decline will be reversed. The decade of the 60's showed a decline in employment. With heavy financial losses from the flood we believe that the OSPD population and employment projections for 1990 are too large. The level of economic development for the county was ranked 52 and economic growth was ranked 48, which places the EAA and Clinton County well below the state average. Community leaders identify their first three problems as being in the field of economic development (insufficient employment, low per capita income, and out-migration of labor force). The second group of problems relates to improved community physical development. (Visual appearance, water pollution, lack of controlled development, and absence of community planning.) To deal with these problems, community leaders suggest the following in order of appearance:

- Environment: Improve appearance of community, mine area restoration, sewerage treatment.
- Social Services: Aged and youth.
- Protect Persons and Property: Flood protection and control of juvenile crime.
- Transportation: Highways.
- Government: Consolidation of governments.
- Health: Emergency medical services and health information system.
- Community Development: Obtain unsubsidized housing for both single and multi-family.
- Education: Improve Vo-Tech training.
- Economic Development: Industrial development, service industries, distribution industries, agri-business and tourism.

Community leaders seem to have a good grasp as to what their problems are as reported in their questionnaires. The combined impact of low level of economic activity and heavy flood damage is a formidable obstacle to progress.

POTENTIAL OF THE EAA. Fortunately, there are some important factors working for the EAA. The opening of Interstate 80 has had a significant impact on the area; it probably accounts for most of the favorable net shift in market value of real estate. In time the opening of the Appalachian Thruway should have a similar impact throughout the EAA. The development organization has a major industrial park under consideration at the McElhattan Interchange. Development is taking place at the Lamar and Mackeyville interchanges

on I-80. The Lock Haven State College and several large manufacturing companies lend a measure of stability to the situation. The development strategy which is likely to produce the best results is to build on the development potential relating to the crossing of two major limited access highways in the EAA.

GOALS FOR DEVELOPMENT. Every effort should be made to extend water and sewer services to the principal interchanges as soon as possible. Lay careful plans to attract a high quality of development under tight land use controls. Since the development of attractive sites on the interchanges will facilitate movement of commercial and industrial enterprises out of the flood plain, it is essential that a companion strategy is needed for the rehabilitation of the Lock Haven, Flemington, Mill Hall urbanized area. The strategy should provide for the proper utilization of the land in the flood plain as soon as it is vacated. Many alternatives are available which would put this property back into productive use.

SPECIFIC POLICIES AND ACTIONS NEEDED. A continuing community leadership seminar is needed to examine the alternatives for rebuilding in the Lock Haven area. It would be presumptuous to suggest the outcome in the light of much stated opposition to flood protection devices and to urban renewal efforts. To implement the program of extended services to the interchange, it will be necessary to combine the resources of county, borough, city and township governments.

73-74 ARC PROJECT RECOMMENDATIONS. Clinton County Industrial Park Access at the McElhattan Interchange was given regional priority four. Beech Creek Mine Land Reclamation was put in the non-priority classification on the assumption that it will be assigned a priority at the state level. The improvement of Lock Haven sewage treatment plant to secondary treatment was listed as priority 19.

STATE COLLEGE ECONOMIC ACTIVITY AREA ANALYSIS (5-4)

PROBLEMS OF THE EAA. During the last decade the population increased by 34.7% with growth occurring both in the borough and in the townships. Most of the problems of the EAA are those associated with growth. OSPD population projections seem high. The rate of growth of the University has been slowed by state policy; the explosive growth of the 50's and 60's will not be repeated into the next decades. OSPD employment projections are also extremely high. The ratio of civilian employment to population in 1990 is too high; the rate of growth of employment in state and local government as well as the services categories will not be sustained. The level of economic development was ranked at 18 and the growth rate ranked at 8, which places Centre County among the fastest growing counties in the state.

Community leaders have identified the following problems in order of importance - attitudes of community leadership; lack of adequate housing; visual appearance of communities; availability of health care; insufficient employment opportunities; water pollution; and lack of controlled physical development. The most important goals are improved visual appearance of communities; improved local government; improved environmental quality. They suggested that efforts to improve social services give priority to aged and youth. Environmental improvement programs should stress improved visual appearance; water pollution control and sewerage treatment. Protection of persons and property need attention in juvenile crime prevention, police protection and stronger law enforcement. Transportation needs center on highways. Health services should stress emergency medical services and health care delivery system. The principal need in community development is for more unsubsidized single and multi-family housing. Economic development efforts should concentrate on manufacturing, tourism, and service industries. Governmental services can be improved best through area-wide arrangements.

One of the major problems of the EAA is the sense of competition existing between State College and Bellefonte. The communities are widely different in employment patterns, income, and community outlook. Bellefonte is an industrial community and State College is a town dominated by a University.

POTENTIAL OF THE EAA. The EAA is ideal for the development of a high technology community which caters to academic, research, science, and technological development interests. It will support all of the functions that are related to these types of activities. The potential is all here; it has not been systematically cultivated in the interests of the economic welfare of the region. This role is benefited by rapidly improving highway transportation to the region via Interstate 80; the Appalachian Thruway; and U.S. 322. Air transportation is a handicap, but this is offset in large measure by the amenities of living in a very beautiful rural environment.

Conference, convention, hotel, motel, restaurant facilities are well established; they should be augmented by improvements in public recreation services to accommodate visitors.

SPECIFIC POLICIES AND ACTIONS NEEDED. Due to the rapid rate of development which has taken place in recent years and development which is anticipated in the future, much attention should be given to planning. The high rate of change forces decisions on community leaders faster than they are prepared to make them; this is one of the reasons why community leaders have identified attitudes of community leaders as one of the principal problems of the EAA.

GOALS FOR DEVELOPMENT. The EAA has not consciously adopted the unique role it is so well qualified to fill. The first step is to take this action; the entire development pattern then begins to take place. The EAA needs major convention facilities similar to coliseum or arena which would attract the major trade shows and conferences. Additional support facilities will be put in place by imaginative local developers.

The systematic development of the Blanchard Reservoir as a recreational attraction will add to this image. The area would benefit from the creation of a foundation which would serve Penn State in the same capacity as the Wisconsin Alumni Research Foundation serves the University of Wisconsin.

73-74 ARC PROJECT RECOMMENDATIONS. The Centre County Area Vocational Technical School was ranked priority 12 to establish three new course offerings. The EAA received non-priority ranking Mid-Centre STP and interceptors; Spring Township collection system to tie into Bellefonte STP; Boggs Township water supply; sewer and access road to the Bellefonte Industrial Park.

SUNBURY ECONOMIC ACTIVITY AREA ANALYSIS (5-5)

PROBLEMS OF THE EAA. The principal population centers are the river towns of Milton, Lewisburg, Selinsgrove, Sunbury, Northumberland, Danville, Bloomsburg, and Berwick. They had their origin as centers of retail trade and manufacturing. Bloomsburg, Selinsgrove, and Lewisburg each benefited materially from institutions of higher learning which have added vitality and interest to the urban centers. During the last decade population increased 7.1% in the EAA. The growth took place in rural townships and in Bloomsburg, Selinsgrove, and Lewisburg; Berwick, Danville, Northumberland, Sunbury and Milton witnessed a decline.

The principal economic activity of the EAA is still manufacturing, with well over 40% of the jobs in this category. OSPD population projections appear to be reasonable. OSPD employment projections seem to be within grasp with the exception of the large increase in state and local government employment for 1990. The impact of the 1972 flood is not known at this time. It is doubtful whether the Danville State Hospital, Selinsgrove State School and the Laurelton State School will be increased in size significantly.

We have used the county statistics for Union, Snyder, Montour, Columbia, and all of Northumberland County for analysis purposes. Northumberland County includes most of the Shamokin Economic Activity Area which was hit hard by the decline in the hard coal industry. Statistical indicators presented for Northumberland County portion of the Sunbury EAA and for the entire EAA would be somewhat better than indicated if we had been in a position to exclude the Shamokin EAA figures.

The composite rank of the EAA for level of economic activity was 38, composed of Columbia 31, Northumberland 32, Union 36, Montour 44 and Snyder 48. The composite rank of the EAA for economic growth was 35.5, composed of Snyder 14, Union 21, Columbia 40, Montour 46 and Northumberland 58.

Community leaders identify housing, attitudes of community leaders, low per capita income, out-migration of quality labor force, transportation, crime and juvenile delinquency and absence of community planning as their most important problems in order. They believe their major goals should be economic development, improved transportation and improved local government. Environmental programs should focus on solid waste, sewerage treatment and water supply. Top priority in protection of persons and property goes to flooding, juvenile crime prevention and police protection. To improve transportation, priority was assigned to community highways, mass transit and inter-area highways. Health services should concentrate on emergency medical services, incentives for group practice and health care delivery system. With regard to community physical development, rehabilitation of existing homes, downtown urban renewal, and providing unsubsidized housing are thought to be the needs.

The economic development program should concentrate on new industries, agri-business, service industry and tourism activities. The solution to local government problems is thought to be in consolidation of taxing bodies.

The most important common problem is flood plain management.

POTENTIAL OF THE EAA. All of the prime factors important to industrial growth are available in this EAA with the exception of good air transportation. In time the EAA can become a major manufacturing center in relationship to the eastern seaboard markets. The EAA should not neglect its efforts to diversify; it is equally attractive to educational institutions, service industries and tourism. The development of the Susquehanna River as a major recreational attraction is a very real prospect. Because of its natural advantages, this EAA will experience a growth which will require careful planning. Failure to provide for this growth will cause many problems.

GOALS FOR DEVELOPMENT. This EAA can achieve the most diversified economic base. It is already well established in manufacturing, services, government, education, agriculture and agri-business. The preservation of this balance with the addition of some economic activities relating to tourism will generate one of the most stable and self-sufficient EAAs.

SPECIFIC POLICIES AND ACTIONS NEEDED. There will be considerable competition between different land uses for available land. We will need to have local land management control well established to forestall a disordered and counter-productive development.

73-74 ARC PROJECT RECOMMENDATIONS.

<u>Regional Priority</u>	<u>Project Description</u>	<u>County</u>
5	Mobile Package Treatment Plants for Sewage	Northumberland
6	Lewisburg Regional Sewage Treatment Plant New plant to secondary	Union
7	Access Road to Sanitary Landfill	Columbia
8	Sewage Interceptors to Industrial Lands in Northumberland and Point Twp.	Northumberland
15	Lake Augusta Access Roads	Northumberland and Snyder

<u>Regional Priority</u>	<u>Project Description</u>	<u>County</u>
17	Hartley Twp. STP and Interceptors	Union
18	Milton Sewage Treatment Plant to Secondary	Northumberland
20	Sunbury Sewage Treatment Plant to Secondary	Northumberland
30	Danville Area Water System	Montour
Unassigned	Interceptor to Union Twp.	Union

SHAMOKIN ECONOMIC ACTIVITY AREA ANALYSIS (5-6)

PROBLEMS OF THE EAA. During the last decade the area sustained a loss of 12.2% with the loss attributable to all units of government. The loss was due in large part to the decline of the hard coal industry. The loss was of such significance that Northumberland County ranked 58 among the 67 counties on the economic growth index. Losses in the anthracite region were not offset by gains in other parts of the county. Local citizens have raised millions of dollars for industrial development purposes to create new employment. In spite of the most diligent efforts on the part of local leaders to attract new industry to the area, only modest results were achieved. No fault should attach to the many community leaders who gave unselfishly of their time and money for this purpose. The hard facts of the history of the area could not be overcome; the blighting effects of the coal mining operations are so deep and so widespread that prospective manufacturers look elsewhere. There is no evidence to indicate that this downward trend will change in the foreseeable future.

Insufficient employment opportunities; out-migration of quality labor force; transportation access; lack of adequate housing; low per capita income; and attitudes of community leadership are listed by community leaders as the key problems. Increased economic development; improved transportation; improved local government; improved community physical development; and improved environmental quality are listed as the most important goals for development of the area. Care for the aged and improved programs for children and youth rank one and two as human service goals. Mine area restoration is listed as the top priority for improved environmental quality. To better protect persons and property the greatest need is for flood protection and increased consumer protection; this area was exposed to one of the heaviest rain-centers during the '72 flood. Improved highways took top position for transportation needs. Health care services need special attention to emergency medical services and improved health care facilities. To improve community physical development attention should be focused on industrial site development; rehabilitation of existing housing stock; and increasing the supply of unsubsidized housing. Community leaders feel that their economic future lies in attracting new industries; service industries and tourism. The consolidation of taxing jurisdictions is the number one need in local government services.

POTENTIAL OF THE EAA. This EAA has one of the greatest opportunities of any Activity Area in the region to make a quantum jump from obsolescent and declining community directly into the newest and most advanced community in the nation. It will require imagination and daring. All of the ingredients for success are here. It will require a complete rehabilitation of the entire EAA. It will include complete rehabilitation of strip mining damage and the creation of new towns--all as a part of a total planned recreational region. This type of redevelopment is not possible in most communities. It

is possible here because the deterioration of physical environment and obsolescence of the capital investments in the area permits complete razing of existing facilities and construction of entirely new towns.

GOALS FOR DEVELOPMENT. This EAA should strive for total rehabilitation of the entire area.

SPECIFIC POLICIES AND ACTIONS NEEDED. The entire population must become fully acquainted with the nature of their problems and the steps necessary to solve them. Band-aids will not help. Drastic surgery is indicated. The residents of the area must reach consensus on the diagnosis of the problem and fully understand and approve the course of action necessary to remedy their problems.

73-74 ARC PROJECT RECOMMENDATIONS.

<u>Regional Priority</u>	<u>Project Description</u>
9	Shamokin-Coal Township Sewerage Treatment Plant and Interceptors
21	Shamokin Creek Watershed Rehabilitation Feasibility Study
27	Raspberry Hill Housing Project Access Road
Unassigned	Shamokin Culm Bank Fire and Reclamation
Unassigned	Shamokin Airport Access Road

LEWISTOWN ECONOMIC ACTIVITY AREA ANALYSIS (5-7)

PROBLEMS OF THE EAA. During the last decade the population increased by 1.4%. Population in the townships increased by 6.8% while the population in the boroughs decreased by 6.2%. This reflects a disenchantment with the deterioration within the urban centers. Substantial progress was being made with urban renewal and housing programs in the borough of Lewistown. Heavy flooding in 1972 cast a heavy shadow over the rehabilitation efforts in a large part of Lewistown. OSPD population and employment projections seem high in the light of the heavy damage sustained in the '72 flood; the largest manufacturing concern decided not to reopen after the flood.

Community leaders list their major problems as insufficient employment opportunities; lack of adequate housing; low per capita income; transportation access; and out-migration of quality labor force. The answers to their problems lie in increased economic development activities; improved local government; improved transportation; and in improved community physical development. Services to children and youth was listed as the number one need in the human service field. Sewerage treatment; solid waste disposal; and improved visual appearance of the community are the first environmental improvement needs. Flood protection; stronger law enforcement and improved police protection are most needed for the protection of person and property. Improved highways will be of greatest value in the transportation field. Improved health care facilities and health care information are thought to be needed. To improve the community physical development, attention is needed on industrial sites; rehabilitation of existing housing stocks; and increased supply of unsubsidized housing. Improved quality of the basic education system is the recognized need in educational services. The economic development program should consist of attracting new industries; promotion of tourism; and additions to service oriented industries. Consolidation of taxing jurisdictions is the number one goal for improvement of local government.

POTENTIAL OF THE EAA. The area has a fine potential for a diversified economic base including agriculture, forestry, agri-business, and tourism as fringe interests with the principal reliance being placed on employment in manufacturing. The area can offer an extremely attractive way of life for the manufacturer located close to eastern markets with employees living close to nature. A strategy for flood plain management is badly needed to minimize the problems of future flooding.

GOALS FOR DEVELOPMENT. The interests of the area would appear to be best served by pursuing a course of diversification and developing local industry. Improving the quality of community life will serve as the basic attraction for new employment. The rate of growth in the past was near the state average at 35.5 in the county ranks.

SPECIFIC POLICIES AND ACTIONS NEEDED. The flood has helped to unite the people of the area behind development policies. The big need at this stage is to see that each individual is given a role and a way in which he can contribute to the flood recovery strategy. If this is well done, it can continue long beyond the flood recovery efforts.

73-74 ARC PROJECT RECOMMENDATIONS.

<u>Regional Priority</u>	<u>Project Description</u>
3	Brown Township Sewerage Treatment Plant and Collection System
12	Career Development Courses at Mifflin-Juniata Vo-Tech
14	Thompsontown Sewerage Treatment Plant
16	Belleville Industrial Access Road
26	McVeytown Sewage Treatment Plant
Priority Unassigned to Juniata Industrial Park Improvements.	

PHILIPSBURG ECONOMIC ACTIVITY AREA ANALYSIS (5-8)

PROBLEMS OF THE EAA. During the last decade the population declined 5.6%. The decrease came in both borough and townships. The area suffers from the ravages of strip-mining which is still continuing. Acid mine drainage is a problem. Deterioration of the appearance of the urban center is a problem which sets a tone for the entire EAA. We do not have statistical indicators which accurately describe the area because of the fact that it straddles the Clearfield and Centre county line. However, there is no doubt in anybody's mind that the EAA is in decline and that drastic steps are required to reverse the direction.

Community leaders who filled out questionnaires indicated that their number one problem was the attitude of community leadership; this condition also was identified in the State College EAA which is also in Centre County. Out-migration of quality labor force; visual appearance of the community; transportation access; lack of controlled physical development; lack of adequate housing and high incidence of poverty were identified as the most important additional problems. Increased economic development; improved environmental quality; improved social welfare services; and improved community physical development were listed as the most important goals. Social welfare services need most attention to problems of the aged and income maintenance. We need to concentrate on visual appearance of the community; sewage treatment; water treatment; and solid waste disposal as the problems of environmental quality. Increased consumer protection and police protection will do most for the protection of persons and property. Improved highways at the community level and interarea level are thought to be the principal transportation needs. Improved health care facilities and better emergency medical services are needed. Increased supply of subsidized single and multi-family housing will make the greatest contribution to improved community physical development. Improvements are needed most in the basic education systems. Attracting new industry, tourism and service oriented industries are thought to be the greatest needs for economic development. Area-wide services will provide the greatest improvement to local government.

POTENTIAL OF THE EAA. Interstate 80 crosses one end of the area. This provides some transportation advantages which will accrue to the EAA. We know relatively little about the area and do not have a good feel for its potential. It is divided between two local development districts; we rarely receive requests for help. Recognizing this limited perspective, it appears that the area's greatest need is to receive an intensive study to determine a total strategy for development.

GOALS FOR DEVELOPMENT. The area should work for a complete rehabilitation plan and the development of the consensus to support the plan.

SPECIFIC POLICIES AND ACTIONS NEEDED. The first step is to set up a representative citizens group for the Moshannon Valley and obtain funding to pursue the work over an extended period.

73-74 ARC PROJECT RECOMMENDATIONS.

<u>Regional Priority</u>	<u>Project Description</u>
13	Moshannon Valley Sewage Treatment Plant and Interceptors
Priority Un- assigned	Moshannon Valley Mosquito Control/Land Drainage

MARYSVILLE ECONOMIC ACTIVITY AREA ANALYSIS (6-1)

PROBLEMS OF THE EAA. Population has increased during the last decade by 7.1%. A 6.8% decrease in the population of the boroughs was offset by a 20.2% increase in the township population. This indicates a deterioration in the quality of development in the boroughs coupled with the metropolitan sprawl coming out of Harrisburg. People are leaving the core of the metropolitan area and buying an acre or two for a home along the existing highways. This will create many problems for the future. It will be a costly development pattern to service in the future. Statistical indicators are not readily available for this EAA.

Community leaders list lack of adequate housing; insufficient employment opportunities; absence of community planning; low per capita income; out-migration of quality labor force and high incidence of poverty as the principal problems. The development goals list improved social services; increased economic development; and improved transportation as the most important development goals. Increased support and care for the aged was identified as the key social service need. Improved solid waste disposal and sewage treatment facilities would do most to improve the environment. Juvenile crime prevention; rehabilitation of offenders; and flood protection are high priorities for the protection of persons and property. Interest centers on highway improvement to solve transportation problems. Emergency medical services and improved health care facilities and delivery systems are important. The greatest need for improved community physical development is an increase in the supply of subsidized single and multi-family housing. The heart of the economic development program should be in agri-business; service-oriented industries and attraction of new industries. Consolidation of taxing jurisdictions is thought to be necessary.

POTENTIAL OF THE EAA. The great attraction of the EAA at this time is to the city worker who wants to enjoy and participate in a rural way of life. The problem is that each newcomer is detracting from the environment which the recent migrants to the area were seeking and the older residents are trying to maintain. We badly need a definition of the type of development which should be encouraged that will preserve the amenities of the rural area. At the same time a land management plan is needed to discourage the ribbon highway development which is rapidly destroying the amenities of the area.

GOALS FOR DEVELOPMENT. The EAA should strive to preserve its rural character and amenities. This will make the area increasingly attractive to more affluent suburbanites; attraction of these people will improve the per capita income considerably. Upgrading community facilities in the boroughs will make possible development in

the urban clusters and make possible the location of small industries at these points. This will aid in the clearance of obsolescent development within the villages.

SPECIFIC POLICIES AND ACTIONS NEEDED. The planning body using heavy involvement of local people needs to define specifically the development pattern to encourage.

73-74 ARC PROJECT RECOMMENDATION.

Millerstown Sewage Treatment Plant and Interceptors

SOUTHERN ALLEGHENIES ECONOMIC DEVELOPMENT DISTRICT

APPALACHIAN INVESTMENT STRATEGY
AND POLICY

SOUTHERN ALLEGHENIES PLANNING AND DEVELOPMENT COMMISSION

Pennsylvania

June, 1973

SOUTHERN ALLEGHENIES PLANNING AND DEVELOPMENT COMMISSION
APPALACHIAN INVESTMENT PLAN FY 74

INTRODUCTION

Since its inception in 1967, the Southern Alleghenies Planning and Development Commission each year has the opportunity to participate in the formulation of the Commonwealth's Appalachian Investment Plan.

In its decision-making process the Southern Alleghenies Commission has developed numerous programs and projects designed to attack the economic growth blocking obstacles in acting to discharge its responsibilities to its constituent municipalities.

The problem and potentials of the Southern Alleghenies which caused its leaders to band together and form the Commission remain six years later, though not in the same magnitude, either qualitatively or quantitatively.

The six counties' partnership effort to fulfill its mission is stated forth in the Commission's Overall Economic Development Program, which is completely analyzed on an annual basis, revised and reviewed quarterly and which sets the day to day strategy for the Commission

During the six past years, the Commission has become a unique inter-county government unit which has proven itself as a decision-making arena, wherein the elected public officials have demonstrated the courage and capability of translating plans into effective action programs in an ever-increasing attempt to optimize public investment in a concentrated effort to stimulate maximum private investment and to capitalize upon the region's potentials.

THE COMMISSION'S RELATIONSHIP TO THE STATE APPALACHIAN PROGRAM

Through its privilege as serving as one of the seven Pennsylvania Local Development District, the Commission has attempted both to utilize the financial resources provided by the Appalachian Regional Development Act and the Common-

wealth in meeting the purpose of the Appalachian Program as set forth in Section 12 of the Act.

Since the Southern Alleghenies Commission first embarked upon the attempt to set locally agreed-upon regional priorities, the six counties have met with extreme success in that the Commonwealth has given the Southern Alleghenies Commission the opportunity to determine its own destiny in using the Appalachian financial resources to meet the regional priorities within the framework of the State Appalachian Investment Policy. Moreover, the State's Appalachian Office has extended the Southern Alleghenies the opportunity to review and critique the State's own Investment Policies to fully reflect the felt needs of the constituent Appalachian counties.

The Commonwealth and the Southern Alleghenies Commission have been in complete agreement in the use of federal Appalachian assistance. Both levels of government have agreed to the use of Appalachian monies in the best possible catalytic function, enticing maximum local effort and enabling constituent municipalities to fully use available categorical grant funds from other federal agencies. Moreover, both the State and the Southern Alleghenies Commission have been in complete accord with the need to concentrate scarce Appalachian funds into the Southern Alleghenies' growth centers. Both the above are fully documented in a cursory review of the funded Southern Alleghenies Appalachian projects.

As described below, the Southern Alleghenies Commission has, each September, met in formal session, placing firm priorities upon the entire array of projects and programs encompassed in its Overall Economic Development Program. This regional governmental decision-making has resulted in an orderly, programmed activity of economic development. Those decisions are based upon the rationale contained in an exhaustive review of the orderly planning process at both the county and regional levels.

In 1973 the Commission has been given a new and further opportunity by recent actions at the federal and state level.

The first instance of increased opportunity is embodied in the President's 1974 Budget and Executive Reorganization. The constituent members of the Commission are eagerly anticipating the increased challenges of Special Revenue Sharing and are preparing to meet those responsibilities. In Manpower Revenue Sharing for example, the Southern Alleghenies Commission has already begun to work in concert with the Pennsylvania CAMPS organization and the U. S. Department of Labor in serving as the delivery vehicle for MRS in the future. Unfortunately, the state of the categorical programs, so critical to the use of Section 214 Appalachian funds is wholly uncertain and the Southern Alleghenies Commission finds itself mandated to direct 214 dollars in the absence of any understanding to the future of the basic agency programs. Moreover, the use of Section 214 funds as "basic money" -- a concept presented in testimony to the Congress by the Southern Alleghenies and fully supported by the State, is wholly unclear. If the categorical programs are dismantled, some clear policy decision must be made by the Commonwealth and the ARC in terms of 214 basic funds.

The second opportunity given the Southern Alleghenies Commission with a resulting problem is the commendable task being undertaken by the Office of State Planning and Development, at the Governor's direction, in the formulation of a complete Investment Plan for Pennsylvania. This laudable effort will be give the Southern Alleghenies Commission a workable tool and the same time provide for the Southern Alleghenies Commission to be fully represented at the State level as decisions are made regarding the targets of the Investment Plan. It is extremely unfortunate, however, that the State Investment Plan, which will direct the flow of public investments and the preparation of which is funded by the Appalachian Regional Commission itself, must be preceded six months by

the State Plan for the Appalachian Program. To initiate an important undertaking as the State Investment Plan - funded by ARC - and to require a "mini investment plan" on terms of the Appalachian program without the output of the State investment plan appears as an incredulous exercise; when, in fact the reverse should be true. The Appalachian funds should be invested in accord with the requirements of the State Investment Plan.

It is with the understanding of the above that this plan for the use of 1974 Appalachian funds is submitted in the light of the results of the State Investment Plan, a clear policy formulation concerning Section 214 of the Act, and the forthcoming results of the federal government concerning the categorical grant-in-aid programs, and most importantly, the results of the economic analysis of the Greater Johnstown crisis, described below.

THE SOUTHERN ALLEGHENIES COMMISSION: ITS ECONOMY AND ITS PEOPLE

The six Southern Alleghenies Counties - Bedford, Blair, Cambria, Fulton, Huntingdon and Somerset - contain 490,415 persons, nearly two thirds of whom reside in Blair and Cambria Counties. Nearly one half of the Southern Alleghenies citizens reside within the urbanized Johnstown (Cambria) and Altoona (Blair) Counties.

The economic factors -- coal, steel, railroading and agriculture -- which leads to the growth of the Southern Alleghenies remain today.

Steel is yet the major source of employment, coal continues in its resurgence and the railroad and agriculture industries are yet important, although declining manner.

On June 13, 1973, the Southern Alleghenies received its biggest economic setback in the past two decades with the announcement by Bethlehem Steel Corporation of its intent to phase out 4,700 jobs at its Johnstown Plant by 1975.

Area leaders were quick to react, and at the request of the Cambria County Commissioners, the Southern Alleghenies Commission agreed to serve in a lead role as the entral clearinghouse for the economic recovery efforts. A task force at the Greater Johnstown level has been created to marshall community resources.

The task force has agreed to accept Bethlehem's offer of the services of the Urban Land Institute for a complete diagnostic analysis of the strength and weaknesses of the community and a suggested course of action. The report will be given to the task force by the ULI Panel on September 14, 1973.

Economic Review

The original state Appalachian Investment Plan, through a shift-share analysis, noted that the district's economic base was concentrated in slow growth or declining industries, and in the 1972 Plan, the Southern Alleghenies Commission noted that it continued to lose its share of the nation's personal earnings.

Those two factors are underscored in the recent response to the survey of district leaders by the Office of State Planning and Development. The basic problems - unemployment, underemployment and outmigration - continue to face Southern Alleghenies' leaders.

Fortunately, until the Bethlehem announcement, progress had been made in attacking the problems as set forth in 1968 and in 1972.

Unemployment had been reduced to a seven percent level, and the tides of migration had been slowed, although certainly not halted.

The attempt to create a diversitive economic base continues, but only in the Altoona Economic Activity Area has there been marked success. The public

investments of the past several years, however, are barely in place and the results cannot be expected to be seen in 1973.

THE SOUTHERN ALLEGHENIES COMMISSION: ITS DEVELOPMENT PROGRAM

The Commission was created to exert an overall position impact upon the economic development of the region.

The basic concept is the unification of the constituent counties into an effective planning and decision making organization, wherein the elected officials aggressively seek local decisions to resolve local problems.

It is important to note that the Commission was created by the 18 County Commissioners, in concept with the advice of private sector leaders, and in the absence of state mandating legislation. While the State Departments of Commerce, Community Affairs and the State Planning Board, along with the federal Economic Development Administration were of important assistance, the fact that the real organizational discussions were brought about by Southern Alleghenies leaders became important in that today a local regional organization is now in place - an organization that can effectively speak out on behalf of its one-half million inhabitants.

The Commission is governed by a 42 person Board of Directors who, with the exception of the Mayors of Altoona and Johnstown are all either County Commissioners or are appointed by the Commissioners. In addition to the public officials various effective private sector organizations are represented on the Board by appointment by the Commissioners; e.g. Altoona Enterprises, Inc., the United Steelworkers of America, the United Mine Workers and the 52 Corporations of the Greater Johnstown Committee.

The day-to-day operations are overseen by a 12 person Executive Committee which includes seven elected officials.

In matters related to financing and the establishment of priorities, the Commission used a system of weighted voting, with each county apportioned votes in accord with the most recent U. S. Census of Population.

Additionally, there are 14 Advisory Committees to the Commission encompassing our 300 persons, including 14 members of the State Legislature. The Advisory Committees include the following:

Policy Committee for Transportation

Transportation Technical Committee

Regional Aviation Committee

Industrial Development Committee

Policy Committee for Federal and State Relations

Committee on Public Works

Allegheny Council on Aging

Comprehensive Health Planning Committee for the Southern Alleghenies

Youth Leadership Council

Tourism/Recreation Committee

Ancillary Manpower Planning Board

Child Development Committee

Solid Waste Management Committee

Cooperation Parish Development Committee

The Commission has designed, and will continue to design, its program on strong county building blocks. In its planning process the Commission reviews local municipal efforts through appropriate county level organizations and coordinates those activities at the regional level through its Advisory Committees.

Each summer the entire Commission meets in intensive workshop sessions undertaking an extensive review of the regional programs, examining the state of the district and the formulation of its strategy for the coming year. The Annual Economic Development Conference is followed by an annual priorities meeting, wherein firm priorities are planned upon the Commissions goals, objectives, projects and programs.

RELATIONSHIP TO THE STATE AND FEDERAL GOVERNMENTS

The Commission's role as a local organization has been strengthened both by financial support and formal recognition by the state and federal governments. The Commission has formal relationships with nearly every state and federal department.

In 1968 the Commission was certified as a Local Development District by the Governor and designated as an Economic Development District by the U. S. Secretary of Commerce. In 1970, upon the recommendation of the Governor, the Commission became designated by the Office of Management and Budget as the Commonwealth's first regional clearinghouse pursuant to Circular A-95.

In 1971 the Commission became the pilot regional organization in the Mid-Atlantic Region to implement OMB Circular A-87.

In 1970, the Governor's Representative to the Appalachian Regional Commission designated the Southern Alleghenies as the state's demonstration area for Child Development, ensuring formal ties with each state agency through the Commonwealth Child Development Committee.

As early as 1969, formal relationships through ex-officio memberships were unilaterally extended to the State Planning Board, and the State Departments of Commerce, Labor

Commerce, Labor and Industry, Community Affairs and Transportation. A memorandum of understanding entered into with the latter, with the Commission's Regional Aviation Committee Chairman serving on the State Committee.

Finally, the relationship to the state became further strengthened by the signing of the Uniform Planning Regions Directive by the Governor and the subsequent creation of the statewide Coordinating Committee for purposes of the State Investment Plan.

In 1973-74 and in subsequent years the Commission will continue to attempt to insure that its organizational structure be designed to reflect its developmental strategy within the framework of state and national policies.

DISTRICT GOALS AND OBJECTIVES

The Commission's primary concern is economic growth linked directly to social development, in order that the inhabitants of the region may continue to reside and work therein, enjoying a standard of living equal to that of the Nation.

This major goal is, therefore, twofold, including the expansion and diversification of the District's economic base, and the retention and improvement of the District's quality of life.

This primary concern is further translated into a development strategy through the establishment of six major priority objectives and the implementations of the regional priorities contained therein. The six regional objectives follow as quoted from the Overall Economic Development Program:

1. Transportation: The Commission has formulated a Regional Highway Corridor System, implementation of which is pre-requisite to the economic improvement, linking the District's Activity Centers and providing each with Twentieth Century access to the Nation's Markets.

2. Industrial Development: The promotion of job opportunities is a priority concern directly related to each of the other five objectives.
3. Human Resource Development: The Commission is aware that its regional economy must be restructured upon its human resource/physical resource/transportation base and has formulated priority programs in human resource development ranging from early childhood care through youth leadership to veteran's training.
4. Direct Environmental Improvements: Emphasis has been placed upon priority investments which will enable the District to provide its Growth Centers with pollution abatement and control and improved water resources, both vital to economic growth.
5. Social Overhead Capital: The Commission's Program requires accelerated investments in health care, housing and community facilities - all directly linked to economic development and a higher standard of living.
6. Tourism/Recreation: The District, recognizing the latent economic impact of this industry, has depicted key investments required in a program for the development of tourism/recreation.

REGIONAL PROGRAMS

To comprehend the development of the district's Appalachian plan, it must be understood that certain interests are undertaken on a multi-county nature while various projects are dependent upon local implementation with the district organization serving as both a technical catalyst and the priority setting arena. The following plans are of a region wide nature and are briefly summarized.

- I. Transportation. The Southern Alleghenies Commission, in 1970, became the first regional organization in Pennsylvania to formally present a regional highway corridor program to the federal Bureau of Public Roads. Working in concert with PennDOT, the Commission formulated a regional corridor system which includes Interstates 70 and 76, U.S. Routes 22, 220, 219 and 522 and Pennsylvania Routes 30 and 56. Of these, three are part of the Appalachian Development Highway System, Corridors M (22) O (220) and N (219).
- II. Industrial Development. In 1973 the Commission launched Phase One of the Regional Industrial Development Program, which is the promotion phase funded by private sector contributions. Phase Two, to be undertaken in the summer of 1973, is a regional industrial site analysis funded with 82,500 under the Public Works and Economic Development Act.

The Regional Industrial Development Program will require no investment of Appalachian funds.

III. Human Resource Development

1. Southern Alleghenies Career Institute.

The Commission has formulated a proposal to create an associate degree program embodied in a "floating community college" which will include each of the five colleges, the seven vocational-technical schools, the two proprietary schools and the 45 high schools all within the Southern Alleghenies. The program includes the design of the college and financial assistance is being requested under Section 302 of the Appalachian Act as a Special Local Development District Demonstration.

2. The Child Development Program. The Commission, as the delivery agent for the state's demonstration area, has formulated and is implementing the Child

Development Program funded under Section 202 of the Appalachian Act. The entire project package has been submitted separately to the Commonwealth Child Development Committee and the State's Appalachian office.

3. Manpower Programs. The Executive Committee of the Southern Alleghenies will serve as the Executive Committee of the Ancillary Manpower Planning Board for review and direction of all manpower programs formulated by the two District CAMPS Committee. The total cost of the programs is approximately \$2.1 million, none of which is requested under the Appalachian Act. Additionally, the Commission operates Pennsylvania's only Public Service Careers Program, funded wholly by the Department of Labor, and will operate the NYC - out-of School Program for Bedford, Blair, Huntingdon and Somerset Counties.

IV Direct Environmental Approvements.

1. Solid Waste. The Commission's Solid Waste Management Plan, funded by the Environmental Protection Agency and the Department of Environmental Resources, will be submitted to the constituent municipalities for approval during the summer of 1973. It is therefore, impossible at this time to ascertain whether or not any implementation projects will be designed for special funding under the Appalachian programs.

2. Soil Erosion and Sediment Control. The Soils Erosion and Sediment Control handbook is being finalized with model ordinances for the constituent municipalities. The program was developed in cooperation with the constituent counties and the U.S.D.A. and is being paid for entirely by local sources.

V Tourism/Recreation. During its annual conference the Commission will receive the Tourism/Recreation strategy report from its Advisory Committee. The report, in addition to various promotional aspects, is expected to suggest an economic investment analysis for the recreation industry. No request however, will be made for funding under the Appalachian program.

ECONOMIC ACTIVITY AREAS

Barnesboro - Spangler - Patton

The Economic Activity Area includes 20,779 persons.

The basic source of employment is in the bituminous coal industry, which is undergoing a rebirth in this portion of the Southern Alleghenies.

The major problem, as stated by the Southern Alleghenies leaders, relates directly to the coal industry. That problem is water pollution, both from acid mine drainage and raw sewage.

Other basic problems involve transportation access and a lack of coordinated community planning.

To meet the latter problem, the Southern Alleghenies Commission intends to continue to attempt to coordinate and marshall leadership through the Cambria County Planning Commission.

Plans for the Activity Area are stated below in the categorical order of the regional priorities.

Transportation

To meet the obstacle of inadequate access, U.S. 219 is programmed as one of the corridors of the Southern Alleghenies Regional Highway System. As an Appalachian Corridor, U.S. 219 terminates at U.S. 22 at Ebensburg. The Southern Alleghenies Commission, in cooperation with the 219 Association has recommended construction of U.S. 219 from its present terminus to Cortland, N.Y. as a limited access highway. The section from U.S. 22 to U.S. 422 is programmed for construction in the approved Capital Budget, and the remaining sections north to the northern county line are programmed for design.

Industrial Development

Industrial development activities have been severely hampered by the lack of transportation access and of sewage treatment facilities. Both must be overcome if the activity area is to diversify its economic base.

Human Resources Development

The 1972 Plan stated that "youth in the activity area will be enrolled at the Peary Vo-Tech School in Ebensburg." Unfortunately, the Northern Cambria School District did not agree to enter into the Admiral Peary AVTS. During 1974, the Education/Manpower Committee will work with education leaders in the activity area to explore inclusion of the youth from the area in the Admiral Peary AVTS.

The 1972 plan also referred to the problem of a shortage of skilled miners. The major coal employer has agreed to actively work the with Education/Manpower Committee in meeting this obstacle.

Direct Environmental Improvements

The major problem of the area remains in water pollution, which forstalls all possible economic development. Through the Cambria County Planning Commission, the Southern Alleghenies Commission hopes to implement the treatment plans as projected for Region I of the approved County Sewage Facilities Plan in 1975.

Social Overhead Capital

A major problem depicted by County leaders involves the lack of adequate health care, despite the ARC funded 1966 expansion at Miners' Hospital. A local fund drive for modernization is underway, and no public funds are contemplated.

Housing efforts remain stymied, due to both the environmental problem and a lack of coordinated community planning.

Tourism/Recreation

One of the Southern Alleghenies major recreation facilities, Prince Gallitzin State Park, is located in the activity area. The access roads to the park, funded by the ARC in 1967, are under final design. Both the completion of U.S. 219 and the access roads are of vital importance if the full economic potential of the facility is to be realized.

Bedford

The Bedford Economic Activity Area includes 21,350 persons, nearly one half the population of the County of Bedford. The Activity Center itself is located along the regional highway corridors, principally I-76 and U.S. Routes 220 and 30.

With the highest unemployment rate in the Southern Alleghenies, it is not surprising that insufficient employment opportunities, outmigration, and income levels have been stated by the County's leadership as the major problems.

It is estimated that during Fiscal Year 1974, 4,800 different individuals, of a total county work force of 14,400 persons, will be unemployed. The fiscal year average unemployment rate was estimated to be 11.1 percent.

With one of every three work force entrants facing an unemployment situation during the Fiscal Year 1974, the County's leadership has initiated a number of significant activities aimed at overcoming the unemployment problems.

These include an accelerated industrial development program, the establishment of the Bedford County Planning Commission, and the Bedford Vocational-Technical School. The industrial development activities and the proposed vocational-technical school are described in detail below.

The establishment of the County Planning Commission was a high priority of both the County and the District's leadership. The County Planning Commission will now be able to coordinate heretofore fragmented developmental efforts and will enable the Southern Alleghenies Commission to continue its regional planning program with basic county building blocks.

Transportation

The completion of the Southern Alleghenies Regional Highway System will be of prime importance in the County's development efforts.

The Economic Activity Area itself embraces four of the eight Southern Alleghenies corridors, including the I-70 and Pa. 26 corridor, I-76, and U.S. 220 (Appalachian Corridor 0).

The I-70, Pa. 26 corridor is responsible for the growth of Breezewood at the eastern end of the Activity Area. I-70 is completed and open to traffic from its present terminus at Breezewood, with the interchanges with I-76 and U.S. 30, to the Washington and Baltimore urban areas. As a result of the completion of the Southern Alleghenies sewage treatment project at Breezewood, eight firms catering to the traveling public have been located or expanded and have increased employment opportunities by 256 persons during the past two years.

Of extreme importance to continued economic development is the continuation of I-70 corridor with the proposed improvement and relocation of Pennsylvania Route 26, as this will be the major north - south artery to Lake Raystown, now under construction. Part of this project will include the Everett By-pass of Route 30. The 1972 Pennsylvania Appalachian Plan stressed the importance of the reinstatement of plans for the Everett By-pass. During 1973, Southern Alleghenies and County officials presented the Everett By-Pass project to the State Transportation Commission, which agreed to the importance of the project and has initiated the preliminary feasibility study.

The other major north - south corridor is U.S. 220 (Appalachian Corridor 0) which extends the entire length of the County, and which will link the

Activity Area with Interstate 80 in Central Pennsylvania and U.S. Route 40 at Cumberland. The Corridor will also provide access to the District's second largest economic activity center, Altoona. All sections of the Corridor are in location, design or construction phases on the approved Capital Budget.

I-76 is the major east - west Corridor and with interchanges at the Bedford-Bedford Township and Breezewood sectors of the Economic Activity Areas, and will continue to influence industrial and commercial development activities.

Industrial Development

As stated above, the County's leadership has recognized the need to meet its unemployment problems and intends during 1974 to accellerate the efforts of the Bedford County Development Council.

In March, 1973, the County hired a full time industrial development specialist for the Council. The Council has launched, in addition to its participation in the Southern Alleghenies regional industrial development program, a national advertising program in cooperation with General Public Utilities.

The Saxton Industrial Park has been completed with EDA financial assistance. Industrial parks are being programmed at Pleasantville and Bedford, and an air-industrial park is under study for the Bedford Township area.

In its determination to formulate an aggressive industrial development program the Board of Commissioners is planning to financially aid the Council in an industrial shell building effort, with four industrial shells being programmed over the next two years. The County hopes to use its general revenue sharing funds to aid the Council in the industrial shell building program.

There is a major obstacle facing the County's effort to financially assist the Council. The present County Code does not authorize the use of County revenues for industrial development purposes.

In cooperation with the Board of Commissioners, the Southern Alleghenies Commission will seek to have its Policy Advisory Committee for Federal/State Relations amend the County Code to enable the County government to finance industrial development activities.

Human Resource Development

Four of the five Bedford County Districts entered into articles of agreement to establish the Bedford County Vocational School. A construction program has not yet been agreed upon, however.

Vocational-technical education in Bedford County is of high priority with the County's leaders, as an aid to the industrial development effort.

During 1974, members of the Southern Alleghenies Education/Manpower Committee will meet with and advise Bedford County education leaders with the intent that a construction program can be agreed upon and initiated prior to June, 1974.

Upon the advice of the Education/Manpower Committee, the Southern Alleghenies Commission has formally agreed to request a flexible utilization of funds under Section 211 of the Appalachian Regional Development Act, in order to implement the proposed construction project when agreed to by the four member districts. The present feasibility study for the construction of the Bedford Vocational - Technical School will require \$500,000 under Section 211 of the Act.

In total manpower planning for Fiscal Year 1974, it is estimated that 6,028 Bedford County comprise the universe of need for manpower services. All manpower services will be directed by the newly formed Southern Alleghenies

Commission's Ancillary Manpower Planning Board. In accord with the job-creation effort, manpower training programs for Bedford County will be directed to improving the quality of the labor force.

Bedford County officials have been instrumental in the Southern Alleghenies' Child Development Program, the Allegheny Council on Aging and the Comprehensive Health Planning effort.

As a result of the leadership of the Bedford County Commissioners, pediatric services, with financial assistance from the ARC, are available to the children of the County for the first time in 202 years. A continuation of pediatric services and home visitors are programmed for 1974, as is the initiation of family planning; all as a result of the Child Development Demonstration Program.

Moreover, all child care activities are under the central coordination of the Bedford County Child Development Committee. For a complete description of Child Development plans for 1974, refer to the Southern Alleghenies Child Development Plan.

Direct Environmental Improvements

The major water and sewer utility projects to be initiated during 1974 are directly related to the industrial and economic development goals and objectives.

Social Overhead Capital

Housing has been ranked by the County leaders to be of average importance. In response, the Southern Alleghenies Commission Rural Area Development Coordinators will undertake a feasibility study of the only projected housing project, which is located in Everett Borough, the center of the Economic Activity Area.

Tourism/Recreation

Income from the traveling public is the major source of employment at Breezewood.

The County has a high tourism/recreation development potential, resulting from key visitor attractions including Historic Fort Bedford, the Bedford Springs, Shawnee State Park and the projected Lake Raystown. Additionally, a multi-million dollar investment is programmed for the Blue Knob Ski Resort.

To capture these potentials the County is initiating regional tourist promotion programs through the Southern Alleghenies Commission and the Appalachian Thruway Association.

The important public investments required to aid the travel development program are covered under Transportation above.

Ebensburg - Cambria

The Ebensburg area involves a growth center within the Johnstown Economic Activity Area.

The potential of the area has been fully recognized by the state in its past concentration of ARC funds in the growth center, including the Admiral Peary AVTS, the Ebensburg Water Improvements Project, the Cambria Township Sewage Project and the Colver Development Corporation's Housing Projects.

The potential results from the area's strategic location along U.S. Route 22 (Appalachian Corridor M) U.S. Route 219 (Appalachian Corridor O) U.S. Route 422, and the availability of rail transit. Adding to that potential is a stable employment base including Bethlehem Mines Corporation, the Ebensburg State School, and Hospital and L. Robert Kimball Engineers.

The growth center, however, will be severely affected by the Bethlehem Steel cutback and developmental efforts must be accelerated.

Transportation

Present and programmed highway access contribute to the area's potential, as stated above. Construction of Corridor M is programmed within two years, but the 22/220 interchange solution as described under Altoona must be resolved to fully realize the developmental potential, as well as the completion of U.S. 219 north.

The center is serviced by adequate rail facilities and by both Johnstown-Cambria Airport and the Ebensburg Airport.

Industrial Development

A feasibility study has been completed regarding a 105 acre industrial site and the Southern Alleghenies Commission had hoped by 1974 to have 200 industrial acres at the interchange of U.S. 219, 22 and 422 as a result of its proposed Revloc mine restoration project, described below.

Due to the ULI analysis described under Johnstown, the Southern Alleghenies Commission will wait the results of that study before proceeding with further industrial site development projects.

Human Resource Development

The Admiral Peary AVTS opened in September, 1972 with Appalachian financial assistance and its operation will be expanded in 1974, again as a result of Appalachian assistance. Priority projects for further expansion of the school have been recommended by the Educational/Manpower Committee of the Southern Alleghenies Commission.

Two of the Southern Alleghenies five colleges, St. Francis College and Mt. Aloysius Junior College are within the activity area. Both are active members of the Education/Manpower Committee and will participate in the "Floating Community College Project" as well as with the numerous cooperative endeavors underway among the region's colleges.

Ebensburg is the focal point of the activities of the Cambria County Child Development Corporation. The Comprehensive Center, funded as a result of the ARC's Child Development Demonstration, is the most singular ambitious project within the Southern Alleghenies Child Development Program. A complete analysis is detailed in the Southern Alleghenies Child Development Plan.

Direct Environmental Improvements

All three priority projects, excluding the Revloc Mine Restoration Project, described in the 1972 Plan, have been implemented, and will aid the growth center to capture upon its potentials.

Unfortunately, while the Southern Alleghenies Commission agreed to give first priority to the Revloc project and while the Commonwealth submitted the project in 1972, the project remains pending at the ARC. The implementation of the project would afford the Southern Alleghenies Commission's Industrial Development Committee 200 prime industrial acres, but no decision with reference to federal ARC funding appears in the near future. Therefore, as stated in the Work Program of the Southern Alleghenies Commission, the Commission will attempt to utilize alternate resources to implement the project and will not attempt to develop future projects under Section 205 until an affirmative decision is reached regarding the first priority project.

Social Overhead Capital

The 1972 plan stated the Cambria County Home and Hospital expansion as a major Project. As a result of a commitment of General Revenue Sharing funds by the County Commissioners, the project, now in excess of \$10 million, will be undertaken in 1974.

With the implementation of the Ebensburg Water Improvements Project and the Cambria Township Sewage Project, numerous private sector housing projects are underway and three projects at Ebensburg, Revloc and Colver are in feasibility study stages. Those projects may require assistance under Section 207 of the Appalachian Act, pending the outcome of the feasibility studies.

Tourism/Recreation

The capacity of any developmental potentials from the tourism industry are wholly dependent upon the implementation of the regional program and the continued implementation of the Regional Highway Corridor System.

Huntingdon - Mount Union

The Huntingdon - Mount Union Economic Activity Area embraces 26,877 persons in the northeast sector of the District.

Its high growth potential results from a number of factors, but which principally include the development of Lake Raystown an aggressive leadership base.

The major stated problems are housing, employment, income levels and transportation access.

In the entire County of Huntingdon 7.1 percent of the work force is unemployed and it is anticipated that 3,000 persons of a 14,000 person work force will be unemployed during 1974.

The County is among the state's lowest five in terms of income.

The area's leaders, to meet these problems, have formulated programs as projected below in the categorical order of the goals of the Southern Alleghenies Commission.

Transportation

The inadequate access referred to the above includes both that of a corridor nature and of local access roads.

To capture the industrial and recreational potentials of the growth center, the following corridors of the Regional Highway Corridor System must be completed: U.S. 22 (Appalachian Corridor M,) the major east-west highway; U.S. 522, presently the most important north-south link between the center and the Washington-Baltimore markets; and the Pennsylvania Route 26 Corridor, the major artery to the Lake Raystown from Interstate 70.

Furthermore, there is no air access, but such is programmed as is described under Industrial Development.

Industrial Development

To overcome the problems of out migration and inadequate incomes and to reduce the 7.1 percent, the growth center's leadership has aggressively sought to diversify its economic base. As a result of grants from EDA and the state Department of Commerce, the Huntingdon Industrial Park will be expanded during 1974.

A feasibility study for an air-industrial park has been completed and is under consideration by the area's leaders. The project will result in excess of 200 industrial acres to be served with adequate air facilities.

Human Resource Development

To aid in meeting the outmigration and employment problems and to raise skill levels to increase income potentials, the County Vocational-Technical School Authority will apply for federal financial assistance to construct a vocational-educational school. The Southern Alleghenies Commission, upon the advice of its Education Committee, is prepared to recommend \$500,000 under Section 211 of the Appalachian Act, based upon current cost estimates. Juniata College, a co-educational four year liberal arts college is located in the growth center and is an active member of the Southern Alleghenies Commission and is committed to the activities of its Education Committee.

As with the other Counties, Huntingdon leaders have been instrumental in the Child Development Program, the Allegheny Council on Aging and the Comprehensive Health Planning Council for the Southern Alleghenies. Within the growth center itself the Comprehensive Child Development Center, funded by the ARC, is the

focus of child care activities. A complete description of the child development projects programmed for 1974, including the family planning effort with Bedford County, is included in the Southern Alleghenies Commission's Child Development Plan.

Direct Environmental Improvements

To meet its industrial diversification and housing goals, the Area's leadership has formulated five sewage facilities projects, each of which will be required for economic expansion.

Social Overhead Capital

Housing has been stated as one of the two most critical problems. The housing needs are two-fold. First is the result of the Agnes Tropical Storm disaster. This is being overcome by the establishment of the Huntingdon County Redevelopment Authority which has initiated its flood recovery program.

The second is the need for middle and upper income housing in the Borough of Huntingdon. During 1974 Huntingdon leaders will continue to seek out private developers to meet this need.

Tourism/Recreation

The largest recreational project within the Southern Alleghenies is Lake Raystown, a \$57 million project of the Corps of Engineers. The estimated number of annual visitors is 4,000,000. Additionally, the 26 mile long impoundment affords an unlimited private development potential.

Two major obstacles face the Southern Alleghenies Commission in the capitalizing upon the full economic development potentials of the project. The first is the transportation access, as described above.

The second is the planning of the development of the area beyond the condemnation area of the Corps, in conjunction with the related impact from the completion of Appalachian Corridor M. To properly plan the area's development, the Southern Alleghenies has formulated two year planning project under Section 201 (A) of the Appalachian Act.

Johnstown

The Johnstown Economic Activity Area, with the inclusion of the Ebensburg Growth Center, is the largest within the District, including 181,872 persons in both Cambria and Somerset Counties.

The major setback to face the entire Southern Alleghenies within the past two decades occurred July 13, 1973 with the announced cutback by Bethlehem Steel of its work force by 4,700 persons.

The Southern Alleghenies Commission, on July 20, 1973, agreed to serve as the clearinghouse to coordinate the necessary economic recovery activities, and to form a local task force to deal with the situation.

The local task force, on July 29, 1973, agreed to an offer by Bethlehem of a exhaustive economic analysis of the Economic Activity Area by Urban Land Institute. The analysis will detail the strength and weaknesses of the community and will outline suggested courses of action. The analysis will be completed on September 14, 1973.

Therefore, with the exception of the approved regional projects, the Southern Alleghenies cannot program nor formulate projects until the final report is received by the Community from ULI and a course of action is agreed upon.

The approved regional projects involving the Appalachian Regional Commission include U.S. 219 (Corridor N), U.S. 22 (Corridor M), the expansion of the Greater Johnstown Vocational-Technical School, the involvement of the University of Pittsburgh at Johnstown in the regional programs of the Education/Manpower Committee and the 42 unit housing project of the Johnstown Housing Development Corporation now under review by City Council.

McConnellsburg

McConnellsburg constitutes the smallest Economic Activity Area in the Southern Alleghenies, embracing 3,630 persons in the center of Fulton County. The County is situated in the south eastern portion of the District and is the District's smallest, both in terms of population and land area.

In 1964, over 21 percent of the County's population resided on farms. During that year there was a large percentage (16.4%) of retired farmers in the County. The release of the 1969 Census of Agriculture indicates the most recent figure is 14.56 percent. This percentage is highest in the District and is substantially above the State average of 8.8 percent.

Due to the very rural nature of the County, the McConnellsburg Economic Activity Area serves as a focal point not only in terms of development but in terms of social, governmental, cultural and commercial activities.

Fulton County leaders have stated that unemployment, transportation, lack of coordinated planning, and the visible appearance of the area are among the major problems confronting the quality of life of the Economic Activity Area. In response to those problems Fulton County leaders, in cooperation with the Southern Alleghenies Commission, have and/or are initiating programs to meet those problems.

Fulton County suffers from the lowest per capita income and is considered to be one of the poorest counties in Pennsylvania. In 1959, the County was actually classified as the poorest in the State. By 1967, Fulton had gained in industrial employment and ranked 63rd of the 67 counties but production value was still extremely low, placing the County 66th. In per capital income, by 1968, the County ranked 65 of the 67 Commonwealth Counties.

The economic base in Fulton County, as a result of the area's small population, is very limited. There are only 6 firms that employ more than five persons, and of these, only Sagner, Inc. (an apparel plant) employs over 100. In 1970 the rank order of top income producers were:

1. Government
2. Manufacturing
3. Wholesale and retail trade
4. Farms
5. Service
6. Contract construction
7. Mining
8. Transportation, communication and public utilities
9. Finance, insurance and real estate

Between 1968 and 1970, manufacturing had dropped to second place and farming moved from 7th to 4th place. Fulton is thus the only county in the District that does not depend upon manufacturing as the major source of income. With the exception of McConnellsburg, there are almost no developed areas in the County to support a sizable industry.

It is estimated that during 1974, 700 members of the Fulton County work force will be unemployed during the year and that 980 persons will constitute the universe of need for manpower services during the 1974 Fiscal Year.

The potentials of the County are evident in that, despite an unemployment rate of 7 percent, the county continues to sustain population growth. It is the only constituent Southern Alleghenies County to have depicted continued population growth since 1950.

In terms of meeting the challenges of a lack of coordinating planning and with reference to the visible appearance to the community, the County Commissioners have agreed to establish a County Planning Commission which will deal with both of these matters. Due to the unique rural nature of the county, combined with the typical Pennsylvania multiplicity of local governments, the Commissioners have requested a referendum among the Township Supervisors of the County to agree upon proceeding with a county-wide planning commission. This effort has been aided by the work of the Fulton County Extension Service which has conducted numerous programs and seminars for the local governmental officials in the importance of a coordinating planning effort.

Transportation

The Economic Activity Area is bisected by U.S. 522, one of the four approved north-south corridors of the Southern Alleghenies Highway Corridor System. U.S. 522 links the growth center with Interstate 70, providing high speed access to the Washington-Baltimore area and opens the Economic Activity Area to the Pennsylvania Turnpike (I-76) and U.S. 22 (Appalachian Corridor M). The planning, programming, budgeting and constructing of the elements of U.S. 522, as set forth in the Southern Alleghenies Regional Corridor Highway Program, will be of prime importance in the continued economic well being of the Activity Area and of the County. Therefore, the Southern Alleghenies Commission, on behalf of the Fulton County leaders, will continue to press for those recommended improvements.

Industrial Development

Unemployment of its residents has been stated clearly as its major problem facing the Economic Activity Area. As a result, the Fulton County Industrial Development Corporation, in partnership with Potomac Edison, has been instrumental in formulating the Regional Industrial Development Program of the Southern Alleghenies Commission.

The Corporation's activities are directly responsible for the location of the major employer within the Economic Activity Area, and the development of two Industrial Sites. During 1974, the Corporation, with local resources and a projected grant from the Pennsylvania Department of Commerce, will aid in the expansion of the major employer.

Human Resource Development

In recognizing the need to have a skilled work force to meet the unemployment problems, Fulton County leaders have turned to the Education/Manpower Committee of the Southern Alleghenies Commission to develop a Vocational/Education Program for the three school districts in the County. The Education/Manpwer Committee, during 1974, will be working with the education leaders of Fulton County in developing a format for Vocational/Educational.

The direction of those manpower resources will be determined by the Southern Alleghenies Executive Committee, in its function as the Ancillary Manpower Planning Board, in cooperation with Fulton County leaders.

Under the leadership of the County Commissioners, an active Fulton Child Development Corporation has been formed and the Comprehensive Child Care services, as projected in the Southern Alleghenies Child Development Plan, will be undertaken during 1974 with continued finances from the Appalachian Regional Commission.

Social Overhead Capital

The most critical need of the Economic Activity Area in terms of Social Overhead Capital will be met during 1974 with implementation of the renovation and modernization of the Fulton County Medical Center. The Medical Center serves not only

Fulton County but portions of Appalachian Maryland and West Virginia as well, and the project, scheduled for implementation during 1974 was funded by HEW and ARC in Fiscal Year 1973.

Direct Environmental Improvements

Due to the rural nature of the county, stream and air pollution problems are not generally in evidence, and the solid waste plan for the county is being completed by the Southern Alleghenies Commission.

However, because of the recreational potential of the county as described below the planning effort is of a high priority nature in order to protect the County's environment from possible unwise and unplanned land development activities.

Tourism/Recreation

The terrain of the county is rugged and is heavily forested. Therefore the county is experiencing a growth not only in terms of visitors days at its state parks, but in particularly in terms of second home development.

As the county is only one and one half hours drive from the Baltimore-Washington Area, the quest for recreational second homes is causing increases in the price of land itself as well as a number of land development activities. Many visitors are expected to travel through Fulton County when the Raystown Dam is completed. There are presently sizable state forests and game lands within the County, all of which are now more accessible to visitors via I-70. The amount of land speculation in the County is reflected in the value of real estate per acre. In 1960 the average dollar value of farm land was \$49.95. By 1969, that figure had increased to \$164.96

Not only to embrace the potential economic development of such activities but in order to ascertain that such activities are closely related to future requirements in terms of water and sewer activities and adequate land use planning, the leaders have stated the above-mentioned need of coordinating community planning.

Meyersdale

The Meyersdale Economic Activity Area is located in southern Somerset County and includes 12,385 persons.

Community leaders have clearly stated insufficient employment opportunities as the major area problem, with related problems in income levels and out-migration.

The development program for the center is described below, in the categories of the Southern Alleghenies Commission's Overall Economic Development Program.

Transportation

The completion of U.S. 219 south (Corridor N) from Somerset through Meyersdale to U.S. 40 in Maryland is critical to the industrial development activities of the Activity Area.

From Somerset south, the present two lane highway winds through the mountains and the villages and is nearly impassible for modern truck transit. The efforts of the Somerset Development Council have been hampered in the Meyersdale Economic Activity area by the lack of modern highway transportation.

Industrial Development

To meet the insufficient employment opportunities problem, the Development Council has formulated the development of Somerset County Industrial Park #4, located in Meyersdale along the proposed corridor for U.S. 219. Project implementation is scheduled for 1974.

Human Resource Development

As described under the Somerset Activity Area, youth from the Meyersdale Area are being trained at the Somerset AVTS. The human resource development activities, as described in the regional program and under the Somerset EAA, will be directed

within the Meyersdale area by the County's leadership in accord with the industrial development activities and the unmet training needs as promulated by the CAMPS Committee for the Ancillary Manpower Planning Board.

Direct Environmental Improvements

Two key investments are programmed by the Area's leaders to aid in the job creation effort. The first is the Meyersdale Sewer System project, vital to the completion of Industrial Park #4. The second is the Borough of Calimont Sewer System to aid in the undertaking described under Tourism/Recreation.

Social Overhead Capital

With the completion of the Meyersdale Community Hospital and the Lions' Recreation Park, both aided by federal financial assistance, basic community needs in this category have been met.

Tourism/Recreation

The Area's potential for increased job opportunities may be directly tied to the continued development of its recreation industry. Meyersdale is the center of the maple syrup industry and the annual Festival draws thousands of visitors to the Economic Activity Area. With the completion of U.S. 219, the EAA will serve as a gateway to the ski resorts from the south and will increase the potential for service industries within the growth center.

Of major importance is the establishment of the Borough of Calimont, a year round resort community being undertaken with an initial investment of \$12 million and a projected year round employment of 525 jobs. Implementation of the Borough's Sewage Project will be of critical importance to the continued construction of the community.

Somerset

The Somerset Economic Activity Center includes 22,523 persons and is located at the intersection of two major highway corridors in the center of the County.

Somerset's economic base is comprised of agriculture, coalmining, and light manufacturing. The Somerset leaders have clearly stated that lack of employment opportunities and outmigration are the major problems, with closely related problems of low income levels, inadequate transportation access and a lack of planning on a coordinated basis.

By the latter problems the leaders are referring to the inability to closely program public investments and industrial development activities in the face of a host of state mandates coupled with an inadequate tax base. Hopefully, with the establishment of the Policy/Advisory Committee for Federal and State Relations at the District level, together with the revitalization of the County Health and Welfare Council and the refunding of the County Planning Commission, the Somerset leaders will now be able to coordinate their developmental efforts. An analysis of the problems and the proposed effort to overcome them is discussed below within the categories of the Southern Alleghenies' Overall Economic Development Program.

Transportation

Completion of U.S. 219 (Appalachian Corridor N), as part of the Southern Alleghenies Regional Highway Corridor System has been stated as the County's first priority. When completed, U.S. 219 will give the growth center vital north-south access. All but one section of U.S. 219 in the County are either under construction, open to traffic or on an approved Capital Budget.

A serious impediment to the completion of this priority project exists however, as a result of minority local opposition which has proposed an alternate corridor, and as a result of a statement by the Pennsylvania Department of Environmental Resources which proposed a "do nothing" alternative in response to the National Environmental Policy Act.

To meet this problem, the Southern Alleghenies Commission members, including the County Commissioners and the members of the State Legislature, intend to work in close concert with Pennsylvania Department of Environmental Resources and the Pennsylvania Department of Transportation in order to achieve the intent of the Appalachian Regional Development Act as well as the National Environmental Policy Act.

Inadequate local transportation access will severely hamper the ability of the coal industry to continue to operate within the economic activity area. The Southern Alleghenies Commission has approved a \$5 million access road program to overcome this problem. In 1974, the critical sections of the access roads will be submitted for funding by PennDOT, and the Appalachian Regional Commission.

A further transportation problem exists with the inadequacies of the Somerset County Airport in terms of serving industry. Therefore an application for runway extensions has been completed and approved by the Board of Directors of the Commission.

Industrial Development

As stated above, the area's economic base is comprised of light manufacturing, coal and agriculture. Mining is the fourth largest income producer in the County, the highest proportion in the Southern Alleghenies. The industry continues to expand and many of the Southern Alleghenies' projects are proposed to capitalize upon the mining employment being generated.

Agriculture in the County is probably the most successful in the District. The County ranks first in Pennsylvania in the production of maple syrup and oats, fifth in the production of honey, seventh in production of silage corn and ninth in the production of clover and timothy. However, due to the basic problems facing the industry -- Somerset ranks 19th in the State in the number of farms in the state but 33rd in production sales -- the industrial diversification effort must be improved. The transportation system, the direct environmental improvements projects and the regional industrial development program are all part of the Area's effort to improve its economic expansion capability.

Human Resource Development

The Somerset County Area Vocational/Technical School serves all Somerset students with the exception of those in the northern districts who are enrolled in the Johnstown AVTS. Continued expansion of the school, opened in 1972, is programmed for FY 74 in order to continue to improve the quality of the labor force.

The Activity Area is part of the Johnstown Labor Market Area and of the Johnstown CAMPS. As stated earlier, manpower development activities will be directed by the Ancillary Manpower Planning Board.

The Activity Area is the focal point for the Somerset County Child Development Corporation's comprehensive activities, and the Somerset Model Day Care Center will be operated for the Corporation by the Tableland Community Association with financial assistance from the ARC.

Direct Environmental Improvements

Somerset County completed the first approved county-wide water and sewer plan in Pennsylvania, and, as a result, the Southern Alleghenies Commission has been able to program numerous water/sewer utility projects during recent years.

Five water/sewer utility projects can be implemented financially in 1974 in the Economic Activity Area. Each is necessary to serve industrial, educational and housing development projects within the Activity Area.

Social Overhead Capital

If the Somerset Community Hospital expansion and modernization project, funded in 1970-71 by the ARC, can be completed, no further investments are required in 1974.

Tourism/Recreation

The County itself is particularly well suited to the recreation industry. The development of resort areas with the proximity of the Pittsburgh and Washington areas has led to a growth of service industries within the Activity Area. Moreover, the industry has accounted for the incorporation of the District's only new boroughs - Calimont, Indian Lake, and Seven Springs.

County leaders have underscored the completion of U.S. 219 in order to enhance the recreation industry's capabilities. Moreover, the \$5 million access road program described above will provide access to Indian Lake, as well as to the coal industry.

The Altoona Economic Activity Area is the second largest in the Southern Alleghenies, and contains the largest political subdivision, the City of Altoona.

The Economic Activity Area has developed outward from the City along the basic highway corridors. The Altoona economic recovery has been a marvelous success and without question the economic future of the Activity Area is the brightest among the activity areas of the Southern Alleghenies.

Transportation, attitudes of community leaders, housing, the outmigration of its labor force and unemployment have been stated as the major problems by the Blair County members of the Southern Alleghenies Commission, and steps have been taken and are planned to continue to overcome those problems.

It is significant that the Blair Countians should critique themselves in stating that leadership attitudes are a major problem; because, the success that has been the Altoona economic rebirth can basically be attributed to an aggressive community.

Three decades ago, nearly 17,000 persons were employed by the Pennsylvania Railroad in Blair County, the location of the largest railroad car shops in the nation. With the exception of a brief upswing during the Korean Conflict, that basic employment source dwindled to less than 5,000 of a total civilian work force of 55,400.

During the past ten years, Blair County, through an outstanding industrial development effort, has been able to replace those 12,000 lost jobs in new and diversified industries and manufacturing today, rather than transportation is the primary source of employment.

As stated above, development has been along the major highway corridors, specifically U.S. Route 220. The City of Altoona is the major trading, social and cultural center for the Economic Activity Area which also includes important smaller communities such as the County seat of Hollidaysburg, Logan Township and Tyrone.

Job creation has obviously been the major activity of the County's leadership, in an effort to hold down unemployment and stop the migration of its labor force. Unemployment for Fiscal Year 1974 is estimated to average 6.5 percent.

The population decline has been somewhat slowed. During the fifties, the decline amounted to 1.6 percent and from 1960 to 1970 the decline was 1.4 percent.

Blair County has the highest median age for the Southern Alleghenies. In 1960 12.1 percent of the population was over 65 years of age and by 1970 the percentage increase to 12.9, indicating the continued outmigration. A recent migration analysis completed by the Southern Alleghenies Commission demonstrated that the movement of the Area's youth has been due to a lack of economic opportunities, rather than any other factor.

With reference to the leadership problem, much has been accomplished during the past two years. The crises faced by Tyrone with the job loss of one half of its work force in 1970, strengthened the relationship between county and local governments and between the private and public sectors. The transportation problem described below has served to unite both the city and county governments and has caused a banding together of the Area's numerous civic associations.

The efforts planned to overcome the Area's stated problems and to continue to capture its potentials as described below within the framework of the Commission's priority objectives.

Transportation

It is of little surprise that inadequate transportation is the major obstacle as stated by the Area leaders, for the Economic Activity Area encompasses the intersection of two yet unconstructed Appalachian Developmental Corridors - U.S. Routes 22 (Corridor M) and 220 (Corridor O). Originally targeted for completion by 1972, most of the sections of these major arteries are currently programmed for final design.

Route 22 is the major east west access to the nation's markets and Route 220 will provide access to the Pennsylvania Turnpike, I-70 and I-80.

Route 22 traverses the Allegheny Front to the east of the Activity Area, and while the District's second most heavily traveled truck corridor it is outmoded, unsafe and often impassible due to a combination of terrain and climatic conditions. Route 220 bisects the Activity Area, passing through the center of the major communities and shopping and cultural areas.

The intersection of thses Corridors, both part of the Southern Alleghenies Regional Highway System involves Sections 3, 4 and 5 of U.S. 220 and Sections 4 and 5 of U.S. 22. The construction of these sections, vital to the completion of the Southern Alleghenies Regional System and the Appalachian Development Highway System for the 13 states, has been, until July 6, 1973, completely forestated for two years because of environmental considerations voiced by a small minority in the Borough of Hollidaysburg. On April 22, 1971 the 18 Commissioners of the Southern Alleghenies Commission petitioned the Governor to construct the sections, within the corridor as originally approved by the Federal Highway Administration. On March 8, 1973, the Federal Highway Administration approved the Environmental Impact Statement for the five sections. Faced with a possible injunction by the minority in opposition, it was not until July 6, 1973 that the Pennsylvania Department of Transportation agree to proceed with the federally approved Corridors.

It is now estimated that construction will commence in October, 1974, although an injunction still may face PennDOT. All five sections are on an approved capital budget for construction.

The remaining sections of both corridors, with the exception of the Tyrone and Bedford By-Passes, will required continued budgeting by the State Legislature, a continued flow of federal Appalachian funds and Environmental Impact Statement approvals. The Area's leaders have pledged their continued cooperation with the six counties in an attempt to secure completion of the Corridor at the earliest possible date.

The Blair County Airport at Martinsburg provides the Economic Activity Area with daily commuter service to Pittsburgh and Harrisburg, but continued operations are hampered by the absence of an Instrument Landing System. A Master Plan for the Airport's development has been initiated and the Southern Alleghenies Regional Aviation Committee has placed the ILS installation as a first priority project among early action projects.

Industrial Development

The record of Altoona Enterprises, the Blair County industrial development association, speaks for itself, in changing the entire economic base of the Area. From a one industry community in the 1950's, the Area now includes 54 firms with 50 or more employees, including Sylvania Electric Products, SKF Industries and Butterick Co., Inc., a division of American Can, Inc. In 1973 above over 1,300 new jobs were created by Altoona Enterprises, including the addition of high entry wage firms such as Alcoa, NL Industries and Penn Jacobson Fastener to the Area's economy.

In 1974, Altoona Enterprises will continue its lead role among the industrial development organizations in the Southern Alleghenies and major expansions are programmed for several local industries. To accellerate its efforts Altoona

Enterprises has stated that its first priority must be the completion of the Regional Highway Corridor System, along with the implementation of various water/sewer utility projects.

Human Resource Development

A major milestone will be reached in 1974, in enabling the Area to continue to attempt to hold its labor force and to continue its industrial efforts. Due largely to assistance afforded by the ARC through the Commonwealth, the Altoona Area Vocational Technical will be expanded to include three additional school districts in the Fall of 1974. The continued operation of the Altoona AVTS will be entered to the economic expansion efforts and an equipment project has been submitted to the Education Committee for 1974 implementation. Blair members of the Southern Alleghenies Commission have been among the region's leaders in human resource development as can be noted from the brief following examples of the past and projected activities for 1974.

The County Commissioners initiated the Commission's pilot Public Service Careers Program in Geriatric nursing, a program successfully replicated in Cambria and Somerset Counties. Further PSC activities are programmed with the County for 1974 in a contract with the Department of Labor.

The Lutheran Home for the Aged, located within the Activity Area, in cooperation with the County Commissioners, provided the impetus for the Allegheny Council on Aging, which during 1974 will depict and define the Commission's priorities for the Aging.

The Altoona Campus of the Pennsylvania State University, supported over the past decade by a \$10 million local fund drive is an active partner in the Southern Alleghenies Education Committee and has pledged its resources to the Southern Alleghenies Career Institute, explained above.

Under the guidance of the Blair County Child Development Corporation, the Commission's Dental Center will be operated in Altoona in 1974 through the ARC Child Development Demonstration. Furthermore, the continued operation of the Altoona Model Day Care Center project, through ARC financial assistance, will provide the focal point for child development activities. As in each of the constituent counties, the Corporation will coordinate all child services under the Commission's umbrella of the Demonstration Program. For a complete profile of the Area's projected child development projects and programs, refer to the Commission's Child Development Plan.

It is estimated that 16,168 individuals will constitute the universe of need for manpower services in Blair County during FY 74. During 1972, the Altoona CAMPS was expanded to include Bedford, Blair, Fulton and Huntingdon Counties. In 1974 the Altoona CAMPS will be merged with the Johnstown CAMPS as part of the Commission's planned activities in the Ancillary Manpower Planning Board, which will direct all manpower programs. Finally, Blair County will be included for the first time in the NYC Out-of-School program as a result of the Commission's sponsorship of the program.

Direct Environmental Improvements

Construction during 1974 of three major sewage facilities will be undertaken or completed within the Activity Area. These and the Tyrone Regional Treatment Plant, the Allegheny Township Sewage Project and the project of the Central Blair Sanitary Authority.

Four projects, all components or tandem projects to the above are programmed for financial implementation. Each is within the Economic Activity Area and each will serve both educational facilities and provide services to industrial

sites involving Altoona Enterprises.

In the Southern Alleghenies Solid Waste Management Plan, the entire Economic Activity Area will be encompassed by a county-wide authority during 1974, if the county and district plans are adopted by the consultant municipalities.

Social Overhead Capital

Housing has been stated as a major problem by the Area's leaders, despite the fact that the District's most successful non-profit housing sponsor is Improved Dwellings for Altoona (IDA). Curtailment of the HUD 235 and 236 programs may delay or forestall IDA's activities. During 1974, however, the Corporation, in cooperation with the Commission and the Department of Community Affairs, will attempt to use a combination of HUD non-subsidized interest guarantees and Section 207 of the Appalachian Act to continue to provide low and middle income housing.

Altoona is involved in the Southern Alleghenies' most ambitious urban renewal effort, a project totaling in excess of \$80 million. The vocational-technical school, high rise apartments for the elderly and for low and moderate income tenants, hospital facilities, a central library, and parking and recreational facilities have been completed. New stores, a theater and additional educational facilities are under construction. In 1974 the Redevelopment Authority will attempt, through an intensive marketing program, to develop nine additional parcels in the central business district which have become available through the Urban Renewal program.

Were it not for state policy to the contrary, Southern Alleghenies leaders would readily agree to the use of Section 214 Appalachian funds to supplement the Hill-Burton grant for the modernization of Valley View Hospital as a first priority.

Unfortunately, the Commonwealth, while agreeing to the importance of health care delivery systems, has reuled out the use of 214 funds to assist in critical care at hospitals for the elderly population. Therefore the project will be financed through a basic Hill-Burton grant and scarce local tax dollars.

The Southern Alleghenies has been able, through HEW and the ARC to assist in eleven hospital expansion and revewal projects. Unfortunately, the halting of the basic Hill-Burton program is one year in advance of the time schedule for the modernization and expansion of the remaining hospital project, and one of the most important - Mercy of Altoona. Therefore, when given a clear policy direction of the use of 214 basic funds, the Commission will attempt to financially implement the Altoona Mercy Hospital project.

Tourism/Recreation

An estimated 575,000 tourists visit Blair County annually with the primary attraction being the Horseshoe Curve. Through the cooperative efforts of the Counties of Bedford and Blair, a multi-million dollar investment is underway at Blue Knob Ski Resort. To fully capitalize upon the Blue Knob investment and the tourist potentials of the county, Corridor O (U.S. 220) must be completed, adequate access roads constructed to Blue Knob from U.S. 220 and the regional program developed to incorporate the Area's attraction with those of the District.

NORTH CENTRAL ECONOMIC DEVELOPMENT DISTRICT

BRADFORD

The Bradford surveys indicated that the community felt that the most serious problems affecting the quality of life in the area centered around:

- Poor accessibility of the area due to lack of adequate transportation facilities (74/80)
- Lack of adequate housing (73/80)
- Visual appearance of the community (64/80)
- Insufficient employment opportunities (63/80)
- Low levels of per capita (or family) income (56/80)
- Outmigration of the quality labor force (53/80)

Other lesser concerns were expressed relevant to Absence of effective community planning, Levels of poverty, Attitudes of community leaders, and Lack of control over physical development.

In the attempt to ascertain community goal priorities by the structured survey, the following goals were given the highest priority:

- Increased Economic Development (76/80)
- Improved transportation and communication (73/80)

Other goals of less importance included improved physical development and improved local government operations and institutions.

The survey indicated that economic development could best be improved by bringing in new industries (73/80), improving tourism (57/80), improving warehouses (53/80), and improving service industries (51/80).

In relationship to improving transportation, improved inter-area highways (78/80) and improved community highway transportation (67/80) rated very high.

To improve physical development, the community felt there needed to be more non-subsidized single family homes built (75/80), more non-subsidized multi-family homes (63/80), more industrial sites developed (60/80), and downtown renewal (56/80).

BRADFORD

In terms of other miscellaneous needs, the community rated the following high:

Area-wide services such as police and fire protection (46/80)
Improved recreational facilities in cities, including playgrounds and swimming pools (51/80)
Improved visual quality of the community (67/80)
Improved traffic safety programs (52/80)
Improved emergency medical facilities (53/80)
Improved quality of basic education systems and facilities (54/80)
Improved social development programs for children and youth (50/80)

PORT ALLEGANY

The Port Allegany surveys indicated that the community felt that the most serious problems affecting the quality of life in the area centered around:

- Insufficient employment opportunities (95/120)
- Out-migration of the quality labor force (88/120)
- Attitudes of community leadership (80/120)
- Lack of adequate housing (77/120)
- Transportation access (77/110)
- Absence of community planning (72/100)

Other lesser concerns included availability of health care services and facilities, lack of controlled physical development, and low levels of per capita income.

In the attempt to ascertain community goal priorities by a structured survey, the following goals were given the highest priority:

- Increased economic development (98/120)
- Improved transportation and communication services and facilities (87/120)
- Improved community physical development (79/120)

Other goals of less importance included improved physical and mental health of persons, improved local government operations and institutions, and greater intellectual development and education.

An overwhelming per cent of questionnaires indicated that economic development could best be accomplished by attracting new industries in manufacturing to the area (103/120). There was also interest in promoting growth in service oriented industries (82/120), tourism (78/120), and agribusiness development (64/110).

In terms of transportation improvement, concern centered around improved inter-area highways (104/120), improved community highway transportation (78/110), and improved inter-area mass transit (75/120).

PORT ALLEGANY

In terms of physical development of the community, concern generally centered around providing industrial sites (97/120), increasing non-subsidized single family housing (86/120), and rehabilitation of existing housing (71/110).

In terms of physical and mental health of the community, the primary concern was improved emergency medical services (91/120), better information on the availability of health care services (76/120), and improved health care facilities (70/120).

The community also placed high priorities on the following additional objectives:

- Increased support and care for the aged (86/120)
- Improved social development programs for youth (77/120)
- Improved recreational facilities in cities (72/120)
- Improved sewage treatment (101/110)
- Improved visual appearance of the community (88/120)
- Improved solid waste disposal facilities (84/120)
- Improved protection against floods (99/120)
- Vocational education facilities (76/120)
- Manpower development and job retraining (76/120)
- Basic education facilities (68/110)
- Area-wide services such as police and fire protection (58/120)

COUDERSPORT

The Coudersport surveys indicated that the community felt that the most serious problems affecting the quality of life in the area centered around:

- Low levels of per capita income (97/110)
- Insufficient employment opportunities (88/110)
- Lack of adequate housing (83/110)
- Transportation access (80/110)
- Out-migration of the quality labor force (75/110)

Other lesser concerns were expressed relevant to high incidence of poverty and visual appearance of the community.

In terms of goals which emerged from the structured survey, the following showed high priority:

- Increased economic development (103/110)
- Improved transportation and communication (84/110)

Other goals of less importance included improved local government operations and institutions and greater intellectual development and education.

The community felt economic improvements could best be made in attracting new industries (97/110), promoting tourism (75/110), and improving agribusiness (71/110).

Community improvements were needed in the areas of industrial site development (78/110) and downtown redevelopment (76/110).

Transportation improvements were needed in inter-area highways (94/110) and community highway transportation (75/110).

In terms of intellectual development and education, improvements needed were improved quality of manpower development (72/110), improved vocational education (80/110), and improved basic education (76/110).

In terms of miscellaneous needs, the community rated the following high:

COUDERSFORT

Increased support for the aged (97/110)

Improved library services (81/110)

Improved environmental quality by improvements to water treatment (82/110), solid waste (89/110), and visual appearance (87/110).

Improved protection of persons and property by improved police protection (74/110), stronger enforcement (73/110), and juvenile crime prevention (70/100).

Improved mental health by improved emergency medical services (71/90)

Local government by area-wide services such as police and fire (72/110).

PHILIPSBURG

The Philipsburg surveys indicated that the community felt that the most serious problems affecting the quality of life in the area centered around:

- Insufficient employment opportunities (28/40)
- Lack of adequate housing (24/40)
- Low levels of per capita (or family) income (23/40)
- Out-migration of the quality labor force (21/30)
- Water pollution (21/40)

Other lesser concerns included crime and juvenile delinquency and high incidence of poverty.

In the attempt to ascertain community goal priorities by a structured survey, the following goals were given the highest priority:

- Improved physical and mental health of persons (23/30)
- Increased economic development (26/40)

Other goals of less importance included recreation and cultural enrichment, greater intellectual development and education, and improved community physical development.

The survey indicated that economic development could best be improved by attracting new industries in manufacturing (41/50), promoting growth in service oriented industries (28/40), and promoting agri-business development (26/30).

In terms of transportation improvement, concern centered around improved community highway transportation (36/50) and improved inter-area highways (24/40).

In terms of physical development of the community, concern centered around increased supply of non-subsidized single family housing (21/40) and increased supply of subsidized single family housing (20/40).

In terms of other miscellaneous needs, the community rated the following high:

Improved social welfare services and income maintenance by improved income maintenance programs (29/30) and improved social development programs for children and youth (27/30).

Recreation and cultural enrichment by improved recreational facilities in cities, including playgrounds and swimming pools (32/40) and improved recreational hunting, fishing, boating, and picnicking facilities (29/40).

Improved environmental quality by stronger enforcement of water pollution control regulations (41/50), stronger enforcement of air pollution control regulations (32/50), and mine area restoration (30/40).

Increased protection of persons and property by stronger enforcement of criminal law (28/40), increased consumer protection (24/30), improved protection from natural hazards and disasters such as flooding (23/30), and juvenile crime prevention (21/30).

Improved physical and mental health of persons by improved emergency medical services (37/50) and improved health care facilities (20/40).

Greater intellectual development and education by improved quality of manpower development and job retraining, systems, and facilities (24/40), improved quality of basic education systems and facilities (12/20), and improved quality of vocational education systems and facilities (19/20).

Improved local government operations and institutions, and area-wide services such as police and fire protection (25/30).

KANE-MT. JEWETT

The Kane-Mt. Jewett surveys indicated that the community felt the most serious problems affecting the quality of life in the area centered around:

- Low levels of per capita (or family) income (37/40)
- Insufficient employment (36/40)
- Out-migration of the quality labor force (30/40)
- Lack of adequate housing (30/40)

Other lesser concerns were expressed relating to transportation access, attitudes of community leadership, and absence of community planning.

In attempting to ascertain community goal priorities by a structured survey, the following were the goals given the highest priority:

- Increased economic development (35/40)
- Improved transportation (31/40)
- Improved local government operations and institutions (27/40)

Other goals of less importance included improved social welfare services and income maintenance programs and recreation and cultural enrichment.

An overwhelming percentage of the Kane-Mt. Jewett interviews indicated that the most popular way to increasing economic development was:

- To promote tourism (37/40)
- To attract new industries (37/40)
- To promote service industries (26/40)

In terms of transportation, the Kane-Mt. Jewett concern was for improved highway cargo facilities (26/30) and improved community highways (21/30).

Improvement to government by area-wide services such as police and fire protection (18/30).

In terms of social welfare services, concern was for support and care for the aged (27/30) and support and care for the handicapped (25/30).

Other high priority program needs were explained as:

Development of cultural programs such as musical, artistic, and theatre (27/40)
Recreational hunting, fishing, boating, and picnicking (22/30)
Improved visual appearance (31/40)
Stronger air pollution laws (27/40)
Stronger water pollution control (25/30)
Rehabilitation of offenders (29/30)
Stronger criminal law (25/30)
Improved traffic safety (25/40)
Industrial site development (36/40)
Providing incentives for group practice in rural areas and in the inner city ghettos (29/40)
Improved emergency medical services (24/30)
Improved health care facilities (24/30)
Providing better information to the public on the availability of health care services (21/30)
Improved quality of vocational education systems and facilities (36/40)
Improved quality of higher education systems and facilities (23/30)

ELK

The Elk surveys indicated that the community felt that the most serious problems affecting the quality of life in the area centered around:

- Lack of adequate housing (74/90)
- Transportation access (50/70)
- Visual appearance of the community (46/70)
- Insufficient employment opportunities (44/70)
- Lack of controlled physical development (41/70)

Other lesser concerns include availability of health care services and facilities, absence of community planning, attitudes of community leadership, and out-migration of the quality labor force.

In the attempt to ascertain community goal priorities by a structured survey, the following goals were given the highest priority:

- Improved transportation and communication services and facilities (83/90)
- Improved community physical development (71/80)
- Increased economic development (68/90)
- Improved local government operations and institutions (63/70)

Other goals of less importance included greater intellectual development and education, improved environmental quality, improved physical and mental health of persons, and recreation and cultural enrichment.

The survey indicated that economic development could best be improved by attracting new industries in manufacturing (65/90), promoting growth in service oriented industries (46/70), and promoting tourism (45/70).

In terms of transportation improvement, concern centered around improved inter-area highways (68/90), improved community highway transportation (66/80), and improved inter-area highway cargo transport (56/80).

In terms of physical development of the community, concern centered around increased supply of non-subsidized single family housing (57/70),

downtown redevelopment, including central business district improvements (53/80), and increased supply of subsidized single family housing (52/70).

In terms of other miscellaneous needs, the community rated the following high:

Improved social welfare services and income maintenance by increased support and care for the aged (65/70), increased support and care for the handicapped (55/70), and improved social development programs for children and youth (50/70).

Recreational and cultural enrichment by improved recreational facilities in cities, including playgrounds and swimming pools (69/90), improved recreational hunting, fishing, boating, and picnicking facilities (52/60), and improved library services (45/80).

Improved environmental quality by improved solid waste disposal facilities (38/90), improved sewage treatment facilities (65/90), improved water treatment facilities (60/90), and improved visual appearance of the community (56/80).

Increased protection of persons and property by improved protection from natural hazards and disasters such as flooding (72/90), improved traffic safety programs (56/70), and juvenile crime prevention (54/70). Improved physical and mental health of persons by improved health care facilities (43/50).

Greater intellectual development and education by improved quality of vocational education systems and facilities (56/80), and improved quality of manpower development and job retraining, systems, and facilities (55/80).

Improved local government operations and institutions by consolidation of taxing jurisdictions (68/90).

EMPORIUM

The Emporium surveys indicated that the community felt that the most serious problems affecting the quality of life in the area centered around:

- Availability of health care services and facilities (83/100)
- Transportation access (72/90)
- Insufficient employment opportunities (68/80)
- Lack of adequate housing (60/100)

Other lesser concerns include attitudes of community leadership, out-migration of the quality labor force, and absence of community planning.

In the attempt to ascertain community goal priorities by a structured survey, the following goals were given the highest priority:

- Improved transportation and communication service and facilities (80/90)
- Improved local government operations and institutions (73/90)
- Increased economic development (70/80)
- Improved physical and mental health of persons (67/90)

Other goals of less importance included increased protection of persons and property, recreation and cultural enrichment, greater intellectual development and education, and improved community physical development.

The survey indicated that economic development could best be improved by attracting new industries in manufacturing (94/100), promoting tourism (79/100), promoting growth in service oriented industries (68/90), and expanding timber income and employment (67/90).

In terms of transportation improvement, concern centered around improved inter-area highways (91/100), improved inter-area mass transit, including rail and bus passenger service (58/100), improved community highway transportation (54/100), and improved inter-area air transportation (52/90).

In terms of physical development of the community, concern centered around industrial site development (71/100), rehabilitation of existing housing stock (61/90), and increased supply of non-subsidized single family housing (54/90).

In terms of other miscellaneous needs, the community rated the following high:

Improved social welfare services and income maintenance by increased support and care for the aged (69/70) and improved social development programs for children and youth (59/90).

Recreation and cultural enrichment by development of musical, artistic, and theatre programs (63/100) and improved library services (53/90). Improved environmental quality by improved sewage treatment facilities (75/100), improved water treatment facilities (74/100), and mine area restoration (64/90).

Increased protection of persons and property by juvenile crime prevention (32/100), stronger enforcement of criminal law (75/100), improved protection from natural hazards and disasters such as flooding (73/100), and increased consumer protection (61/90).

Improved physical and mental health of persons by improved emergency medical services (92/100), improved health care facilities (87/100), and providing incentives for group practice in rural areas and in the inner city ghettos (66/90).

Greater intellectual development and education by improved quality of vocational education systems and facilities (93/100) and improved quality of manpower development and job retraining, systems, and facilities (76/90).

While improvement to government was a major goal the community could not agree on the method.

JEFFERSON CO.-DUBOIS

The Jefferson Co.-DuBois surveys indicated that the community felt that the most serious problems affecting the quality of life in the area centered around:

- Lack of adequate housing (136/160)
- Availability of health care services and facilities (114/150)
- Attitudes of community leadership (105/120)
- Insufficient employment opportunities (101/120)

Other lesser concerns include out-migration of the quality labor force and absence of community planning.

In the attempt to ascertain community goal priorities by a structured survey, the following goals were given the highest priority:

- Increased Economic Development (137/150)
- Improved Local Government Operations and Institutions (112/130)
- Improved Community Physical Development (102/140)

Other goals of less importance included recreational and cultural enrichment and improved transportation and communication services and facilities.

The survey indicated that economic development could best be improved by attracting new industries in manufacturing (149/160), promoting growth in service oriented industries (126/150), and promoting tourism (121/150).

In terms of transportation improvement, concern centered around improved inter-area highways (142/160), improved inter-area mass transit, including rail and bus passenger service (111/150), and improved community highway transportation (110/130).

In terms of physical development of the community, concern centered around industrial site development (142/160), downtown redevelopment,

including central business district improvements (138/160), increased supply of non-subsidized single family housing (136/160), increased supply of non-subsidized multi-family housing (122/160), and rehabilitation of existing housing stock (104/140).

In terms of other miscellaneous needs, the community rated the following high:

Improved social welfare services and income maintenance by increased support and care for the aged (121/150), increased support and care for the handicapped (92/140), and improved social development programs for children and youth (84/120).

Recreation and cultural enrichment by development of musical, artistic, and theatre programs (102/160), improved recreational facilities in cities, including playgrounds and swimming pools (97/130), and improved recreational hunting, fishing, boating, and picnicking facilities (91/130).

Improved environmental quality by mine area restoration (127/150).

Improved occupation health and safety (104/150), improved visual appearance of the community (103/140), and improved sewage treatment facilities (101/130).

Increased protection of persons and property by improved protection from natural hazards and disasters such as flooding (118/150), juvenile crime prevention (101/140), and improved police protection (95/140).

Improved physical and mental health of persons by improved emergency medical services (141/160), improved health care facilities (117/150), and improved health care delivery systems (91/130).

Greater intellectual development and education by improved quality of manpower development and job retraining, systems, and facilities (101/140) and improved quality of basic education systems and facilities (91/130).

Improved local government operations and institutions by consolidation of taxing jurisdictions (117/150).

CLEARFIELD-CURWENSVILLE

The Clearfield-Curwensville surveys indicated that the community felt that the most serious problems affecting the quality of life in the area centered around:

- Insufficient employment opportunities (57/70)
- Lack of adequate housing (57/70)
- Transportation access (55/70)
- Out-migration of the quality labor force (55/70)
- Low levels of per capita (or family) income (51/70)
- Water pollution (51/70)

Other lesser concerns included High incidence of poverty and lack of controlled physical development.

In the attempt to ascertain community goal priorities by a structured survey, the following goals were given the highest priority:

- Increased economic development (60/70)
- Improved transportation and communication services and facilities (56/70)
- Improved local government operations and institutions (53/70)

Other goals of less importance included greater intellectual development and education and improved social welfare services and income maintenance programs.

The survey indicated that economic development could best be improved by promoting tourism (63/70), attracting new industries in manufacturing (62/70) and promoting growth in service oriented industries (57/70).

In terms of transportation improvement, concern centered around improved inter-area highways (61/70), improved community highway transportation (60/70), and improved inter-area air transportation (51/70).

In terms of physical development of the community, concern centered around increased supply of non-subsidized single family housing (57/70),

CLEARFIELD-CURWENSVILLE

In terms of other miscellaneous needs, the community rated the following high:

Improved social welfare services and income maintenance by increased support and care for the aged (59/70) and increased support and care for the handicapped (58/70).

Recreation and cultural enrichment by improved recreational hunting, fishing, boating, and picnicking facilities (57/70), improved recreational facilities in cities, including playgrounds and swimming pools (51/70), and development of musical, artistic, and theatre programs (51/70).

Improved environmental quality by mine area restoration (62/70), stronger enforcement of water pollution control regulations (61/70), and improved solid waste disposal facilities (60/70).

Increased protection of persons and property by rehabilitation of offenders (54/70), juvenile crime prevention (52/70), and increased consumer protection (50/70).

Improved physical and mental health of persons by improved emergency medical services (58/70) and improved health care delivery systems (57/70).

Greater intellectual development of education by improved quality of manpower development and job retraining, systems, and facilities (57/70), improved quality of higher education systems and facilities (53/70), and improved quality of vocational education systems and facilities (52/70).

Improved local government operations and institutions by area-wide sources such as police and fire protection (55/70).

NORTHWEST ECONOMIC DEVELOPMENT DISTRICT

CLARION E. A. A.

PROBLEMS:

The most important problem facing the Clarion Economic Activity Area is in the availability of health care services and facilities. Clarion County has the highest medical physician-patient ratio of any county in either the Northwest Region or the North Central Region of Pennsylvania. The physician-patient ratio in Clarion County is 1 : 9,604. For the Region as a whole the ratio is 1 : 1,335. The physician-patient ratio for the United State is 1 : 818.

The second most important problem facing the Clarion Economic Activity Area is that of insufficient employment opportunities. As of February 1973, unemployment stood at 7.7 percent compared to a State rate of 4.8 percent and a National rate of 5.6 percent. This problem is a result of the third ranked problem. . . lack of basic services, namely water and sewer.

Industrial jobs could be created if sewer and water were made available in certain areas. An industrial site is being acquired near Strattonville that will have the capacity to generate over 500 sorely needed jobs in the Clarion area if basic utilities and access are provided.

The out-migration of the labor force has also been caused by problem No. 3 (lack of basic services).

Attitudes of community leadership perhaps were a problem of the past since the County had an inactive industrial development commission for a period of time. Now, however, the County has reactivated its industrial development committee, appointed new members, and is seeking staff.

Lack of adequate middle and upper income housing has been an obstacle in attracting business executives and their core personnel to the area. More specifically more "spec" homes are needed. According to County Commissioner Thompson it is strictly a seller's real estate market.

Due to strip mining, parts of Clarion County have land erosion and sediment problems. Strattonville Borough, in particular, has an area in need of restoration.

Water pollution is not as severe as it once was. With the closing of the paper mill at Johnsonburg and the subsequent re-opening with water pollution control devices, the Clarion River is now supporting aquatic life. Perch, rainbow trout, and bass can now be caught. (See p. 10-11 of the February 1973 Issue of Pennsylvania Angler.)

Additional problems identified in descending order of importance are:

Low levels of per capita income

High incidence of poverty

Visual appearance of the community

Transportation access

Other problems

Absence of community planning

Crime and juvenile delinquency

Lack of controlled physical development

Noise pollution

Air pollution

Population growing too rapidly in relation to resource structure.

GOALS:

The most important goal established for the Clarion Economic Activity Area is to obtain increased economic development. Plans are underway to create a 55 acre industrial park near Strattonville and an industrial complex next to the Appalachia funded Clarion Airport. In order to accomplish the goal of increased economic development, support services and facilities must be present beforehand including improved health service, water, sewer, land restoration, and access roads.

The second most important goal for development is recreation. The recreational objectives all lie outside the Clarion Economic Activity Area namely, the St. Petersburg Dam, Emlenton Area Park, and the New Bethlehem Area Park. The St. Petersburg Dam is of quite a large magnitude and would have an impact on the Clarion Economic Activity Area especially.

Improved health of persons living in the area can be attained if (1) improvements are made at the County Home, (2) good emergency medical services are provided. At this writing, County Homes are not eligible for Appalachia funding.

Access roads are also a high priority goal because proposed industrial parks cannot be brought about without them. An access road may also be needed for the proposed vo-tech school.

Improved utility service is necessary if industrial expansion is to happen, commercial development to occur at Route 68 and 80, and the Marina to grow. Improved utility service is essential to enhance environmental quality.

Educational training in specific job skills is needed. Clarion is the only county in the region not serviced by a vo-tech school.

Pre-engineering and advanced site preparation will be necessary to improve the availability of housing.

Additional goals, listed in order of priority are:

Improved local government operations (this is coming about with a multi-municipal approach to utility service).

Increased protection of persons and property.

Improved social welfare services and income maintenance programs.

Other.

ACTIONS:

The most important action to be taken to achieve economic development is to attract new industries. Therefore, efforts must be increased to improve support facilities and services including health facilities, housing, sewer service, access roads, and vo-tech education.

Appalachia can help implement the emergency health services program. This will increase the use of medical technicians in the emergency room and assuage the physician shortage. It will also include physician recruitment. It will also develop a regional system of communications.

Although outside an Economic Activity Area, the N.P.R.P.D.C. can support further study of the St. Petersburg Dam project.

Transportation can be helped by the construction of access roads at Strattonville and the Airport. The latter is necessary to enhance an Appalachia investment. A study of development impact should be undertaken at Strattonville.

To improve the environmental quality, sewer improvements should be constructed at Clarion and Knox. Land reclamation must also be undertaken on old strip mine lands. Water improvements in Clarion are already undertaken.

A site study for housing would encourage large scale housing development in the area.

A vo-tech school in the county should be acted upon as soon as possible in order to provide a ready supply of skilled labor. An access road may be needed in conjunction with this facility.

CORRY F. A. A.

PROBLEMS:

The lack of adequate housing is the most serious problem affecting the quality of life in the Corry Economic Activity Area. The vast majority of housing units in the area are old. According to the 1970 Census of Housing, Detailed Housing Characteristics for Pennsylvania 3270 housing units out of 3882 housing units in the Corry-Union City area were built prior to 1939. The situation appears to be particularly acute in Union City where 321 of 1,240 housing units lack central heating. In addition, 84 housing units in Union City have no bathrooms. The lack of good residential neighborhoods have hampered efforts in attracting corporate executives to the area.

The second most serious problem in the Corry Economic Activity Area is transportation, more specifically, rail links to Corry. In August of 1972, the transportation committee of the N.W.P.R.P.D.C. identified the railroad lines in Northwest Pennsylvania where the most pressing problems were occurring. Three of the eight lines identified involved Corry including Erie to Corry, Corry to Titusville, and Corry to Warren. With the Erie Lackawanna and Penn Central both bankrupt the pressures for line abandonment in Northwest Pennsylvania will increase. This will have a disastrous effect on industrial development particularly on industries shipping bulk commodities. Airport improvements at Corry are also needed.

The third ranked problems are air pollution and population growing too rapidly in relation to resource structure. The pollution problem is being attacked by private industry. Cooper Bessemer just completed installing air pollution controls, McInnes Steel now uses electric furnaces and when Corry Maple Products relocates in the area the problem will be solved. With regard to population growth in the area, significant increases have occurred only in Columbus and Wayne Townships. Columbus Township unlike Wayne has no development controls and the problem appears to be there. Septic tanks are no longer adequate to handle liquid wastss in Columbus Township. Public sewers are needed.

The fourth ranked problems are noise pollution and low levels of per capita (or family) income. The noise pollution problem is caused by the hammers at McInnes Steel and affects only those living in the immediate vicinity. The low level of income in the area could be greatly improved if support facilities (mainly sewer and water) were present to attract industry to the area.

Additional problems, ranked in descending order of importance, are as follows:

Availability of sewers, water and good highways.

Water Pollution.

Lack of Controlled physical development (Columbus Township which

grew 17 percent in the last 10 years has no comprehensive plan or zoning ordinance.)

Visual appearance of the community.

High incidence of poverty.

Land erosion and sediment.

Crime and juvenile delinquency.

Insufficient employment opportunities.

Absence of community planning.

Availability of health care services and facilities.

Attitudes of community leadership.

Other problems.

GOALS:

The most important goals for development in the Corry area are improved physical development, improved transportation and communication services and facilities, and greater intellectual development and education. Let us look at each of these goals separately.

Housing is the key to improved physical development in the area. Businessmen find it difficult to find executive type housing and this discourages industrial prospecting. The condition of most housing is esthetically not the best, especially in Union City. The median value of an owner occupied home in Union City is \$8,100 compared to \$13,400 for Erie County as a whole. There are only 6 homes in Union City worth \$35,000 or more. Newer housing units, of whatever economic level, could improve appearances and upgrade neighborhoods.

Improved transportation can be brought about if actions are taken to preserve and improve rail service. Several highway projects have been recommended for Corry and Union City.

Greater intellectual development and education can be brought about by aid to our comprehensive schools in providing job related skills. There is presently a clearly identifiable need for workers as carpenters, masons, auto mechanics, painters, and workers in the local furniture factories.

There is also the goal of making our college administrators more sensitive to the educational needs of local industry.

Additional Goals for the Corry area are:

Improved physical health of persons by providing emergency health service.

Improved environmental quality by improving the visual appearance of the community. This is related to the No. 1 priority goal.

Improved social welfare services by providing expanded workshop activities for the handicapped.

Improved local government operations and institutions. There is a lack of long-range planning in fast growing Columbus Township.

Increased economic development and concomitant objectives for water and sewers.

Recreation and cultural enrichment. Spartonsubrg Lake should be developed.

Increased protection of persons and property.

Other.

ACTIONS:

The prime action that must be taken to improve the area's physical development is to improve the housing stock. The supply of upper income non-subsidized single family housing must be increased. As was mentioned earlier, the number of homes suitable for business executives is especially limited. More "spec" homes must be built. Large tract developments are to be encouraged. The pre-engineering of housing sites should stimulate large scale home building. This pre-engineering should be undertaken with ARC 302 Funds.

There is also a need for an increased supply of multi-family homes. There is a need for multi-family housing since there are only a limited number of such units of this type. Of 3,882 units of housing in Corry and Union City, 2,648 are of the single family variety. The need for subsidized housing is especially acute in Union City where over 20 percent of the school population come from families living below the poverty line according to the school superintendent.

Actions on the educational front must be taken to improve basic education facilities and provide technical skills to students. Students must be provided entry level job skills as they complete their high school education. Higher education must take action to meet the needs of industry also. A survey of industrialists' education needs undertaken by the N.W.P.R.P.D.C. pointed out the necessity of establishing associate degree creditable toward the baccalaureate especially in engineering and accounting. Since the survey, a few colleges have responded. Advanced courses are needed especially in engineering and business administration.

Again since the survey, some progress has been made.

Action should be taken to commence a study of area transportation together with recommendations for improvements. Investigations by the N.W.P.R.P.D.C. have shown the dire consequences to befall the Corry area should rail lines be abandoned. In any case, the railroad rights of way should be held as a public trust. The airport is in need of a radio beacon.

The emergency health program as promulgated by the Comprehensive Health Planning Agency should be implemented. Hamot Hospital in Erie also needs to be expanded.

Improved environmental quality could be attained if the visual appearance of the housing stock was upgraded and water and sewer facilities improved.

Improved social welfare could be attained if building plans for the Gertrude Barbara Center and United Cerebral Palsy, both in the Erie area, materialized. Rehabilitation of the handicapped is necessary if we are to reduce our welfare rolls.

Action on area-wide services are necessary to improve local government operations and institutions. Several proposals will rely on inter-municipal cooperation. For example, Columbus Township will have an inter-connection of its sewer system with that of Corry's.

ERIE E. A. A.

PROBLEMS:

The Erie Economic Activity Area is the most significant in the region in terms of people, jobs, and capital investment. In terms of property value, alone, 57 percent of the region's total value of taxable real property is found in Erie County. Therefore, its problems, goals for development, and strategies have formidable impact.

The most serious problem affecting the quality of life in the Erie area is the lack of essential community services, namely, water and sewer. There are 13 communities that have been identified as needing sewer improvements. There has been a need for water improvements particularly supply and distribution. Lack of public sewerage often creates health problems and affects the quality of life in this manner. Potential industrial land could be developed with water and/or sewerage. For example, the area lying north of West 23rd Street in Millcreek Township could have attracted new industry if sanitary sewer service were available. In addition, improper discharge of sewage into Lake Erie retards commercial fishing and tourism.

Another detriment to development caused by lack of basic utilities is the retarding effect it has on expansion plans of existing industry. Since most new jobs are brought about by expansion of existing industry rather than new industries, this is a very important fact. One example of this is in Northeast where Welch Foods, currently employing 300, is limited in its growth because of improper treatment of wastes.

The second most serious problems affecting the quality of life in the Erie Economic Activity Area have been identified as lack of adequate housing and out-migration of the quality labor force. These two problems must be examined separately, since the former is a casual problem the latter an effectual problem.

The lack of adequate middle and high income housing has hampered efforts to attract industry into the Erie Economic Activity Area. Industry moving into a new area usually brings with it a core cadre of key personnel to establish its new plant or operation. This core cadre is usually composed of executive level personnel and highly trained technicians seeking middle to high income housing in good neighborhoods. Difficulties that this core cadre experienced in finding suitable housing for their families has discouraged plant relocations and new locations in Erie. The Erie Employment Task Force has thought the housing problem so acute that it has advocated a pre-engineering housing-industrial site study under Appalachia 302 and sponsored an industrial park in the context of a planned unit development.

The lack of employment opportunities has caused an out-migration of the quality labor force. A recent study done at Mercyhurst College showed that it was the better students among the area's young people who were intent on seeking employment elsewhere. More job opportunities could be provided to stem the out-migration if the necessary support facilities (sewer, water, middle and high income housing, access roads, etc) were provided to foster industrial expansion. This problem **is** related to problem No. 4 mentioned below.

Transportation access is the third most serious problem in the area, particularly to industrial sites. Without adequate roads leading into industrial sites, development islands will be created. Access roads can unleash a formidable employment potential. The 45 acre East Bay Industrial Site is a case in point. The East Bay Site had many good location factors including proximity to a marine terminal; however, its development was destined for dormancy without an access road (.3 of a mile was all that was required). Through Appalachia's help, this road has been approved to be built and it will create 200 jobs in 15 main chance industries in an area of chronic underemployment and otherwise little development potential.

Industrial developers see the impact of the East Bay road duplicated in other areas of unleashed development potential such as Girard.

The fourth most serious problem is the low level of per capita or family income which may be attributed to the predominant male employing industries, higher than State average of unemployment, and the need for higher skills in the labor force.

The fifth most serious problem was insufficient employment opportunities which may be related to problem No. 4 outlined above but really most directly a result of lack of water and sewer service (problem No.1) necessary to the aggrandizement of the industrial establishment.

Another serious problem is water pollution. The water pollution problem is also directly related to problem No. 1 (lack of water and sewer service). Lack of proper methods of disposing of liquid wastes has caused a water pollution problem. The elimination of septic tanks, cess pools, and primary treatment facilities is dependent on construction of good public sewerage systems with near-pure effluent discharge from the wastewater treatment plant. Public water, if free of contaminants at its source, may be piped to areas where on-site wells have become polluted.

Other problems listed in descending order of importance are:

Attitudes of community leadership.

Crime and juvenile delinquency.

Land erosion and sediment.

Availability of health care services and facilities. Ambulatory care needs improvements.

High incidence of poverty.

Visual appearance of community.

Absence of community planning (particularly in the southern and eastern portions of Erie County).

Air pollution.

Lack of controlled physical development (not all areas are zoned).

Noise pollution.

Population growing too rapidly in relation to the resource structure.

GOALS:

By far, the most important goal for development of the Erie area is to attain economic development. A man's welfare begins with his pocket-book. His first responsibility is to himself and his family; therefore, job creation is of the utmost importance.

There can be no development growth without population growth and there can be no population growth without employment. A thriving economy, a wealthier populace, makes it easier to finance local improvements such as schools and parks, and reduces the need for subsidization of some forms of low income housing.

Increased industrial development can be brought about if we first solve the problems in providing necessary support facilities identified earlier such as sewer and water, middle and high income housing, and access roads. In addition, skilled workers must be at hand. If these support facilities can be constructed and skilled workers brought into the labor supply through technical education, industrial growth should spiral upwards. This industrial growth will have a noticeable effect in curtailing secondary problems of out-migration, poor employment opportunities, and low-income levels.

Therefore, the major goal is to increase industrial development; but in order to have that as a goal, we must have established other supporting goals to make industrialization possible. These include in descending order of importance:

2. Improved transportation and communication services and facilities, especially access roads and freight rail service.

3. Improved community physical development especially well planned industrial sites with sewer and water and tandem housing.

4. Improved social welfare services and income maintenance programs including the enhancement of workshops facilities.

5. Improved local government operations and institutions.

6. Improved environmental quality.

7. Increased protection of persons and property.

8. Greater intellectual development and education particularly of trade skills.

9. Improved physical and mental health of persons. Hamot Hospital needs modernization and expansion. An out - reach program must be established at the J. F. Kennedy Center.

10. Other.

11. Recreational and cultural enrichment.

ACTIONS:

The most important specific action to be taken for achieving the goal of increased economic development in the Erie area is to attract new industries in manufacturing. After that action has attained more manufacturing jobs then it will be necessary to promote growth in service oriented industries to cater to the needs of an increasingly affluent population.

Third in importance are actions to be taken to promote tourism and agri-business development. Tourism is a very desirable type of industry to have. It is clean and compared to heavy industry relatively non-polluting. The Erie Area has the advantage of being on Lake Erie and having Presque Isle State Park in its area.

Agri-business must be promoted. Specialized crops such as grapes grow only in select areas. The shores of Lake Erie provide valuable agricultural land for grape growing. The soil is fairly level, deep, gravelly, and acid. In addition, the climate is right. Recent State Legislation permitted wineries in Pennsylvania. Penn Shore Vineyards is now located in Northeast, Pennsylvania.

The fact that Erie is a Port, has an International Airport, main line rail service, and two Interstate highways suggests that actions should be taken to encourage the development of distribution and storage facilities.

Other actions for achieving increased economic development are listed in descending order of importance:

Other.

Expand mining income and employment.

Expand timber income and employment.

Priority actions to be taken to attain the goal of improved transportation include improving mass transit. The Erie Metropolitan Transit Authority has inadequate rolling stock. The area serviced by the Transit Authority must be re-examined for possible extensions.

Highway transportation, particularly access roads, deserve action. The Girard area will be the site of a planned unit development and access roads will be important in bringing the new development about.

The most important action necessary to bring about improved community development is industrial site development. This will require further actions on financing support facilities identified earlier. Job skills must also be advanced through technical training programs. This is especially true if the enlargement at General Electric's mass transit division is to materialize.

Neighborhood facilities such as the J. F. Kennedy Center must be enhanced to make the disadvantaged more employable. Workshop facilities at the Gertrude A. Barbara Center must be expanded in order to rehabilitate the handicapped for employment.

GROVE CITY E. A. A.

PROBLEMS:

The greatest problem in the Grove City Economic Activity Area is lack of adequate housing of the non-subsidized variety particularly for the young executive single or recently married and the old business executive whose children have matured. This housing situation has hampered efforts to recruit new industry to the area.

The failure to attract industry has created insufficient employment opportunities in the area. The labor market in which Grove City is located had an unemployment of 5.3 percent as of February, 1973. This is higher than the State average of 4.8 percent but lower than the U. S. average of 5.6 percent. It is expected that most of the employment to be created in the near future will be at the proposed 100 unit motel at I-80 and 79, although efforts are currently under way to fill up the 14.5 remaining acres of the industrial park. Sewer improvements would help industrial expansion.

The thirdmost important problem is transportation access to I-80 just outside Grove City. An interchange with State Route 173 is under plan design and authorized in the State budget. The access requirements of the interchange are undergoing study by the County Planning Commission with the aid of an Appalachia grant authorized by ARC Resolution 260.

Attitudes of Community leadership seems to be a problem to the extent that there have been recent changeovers in professional personnel both at City Hall and the Chamber of Commerce.

Additional problems of the area are:

Land erosion and sediment.

Population growing too rapidly in relation to resource structure. (This applies only to Liberty Township, a small portion of which is in the Economic Activity Area. Because of the 29 percent growth in population, Liberty Township needs sewer service.)

High incidence of poverty.

Out-migration of the quality labor force.

Water pollution.

Visual appearance of the community.

Lack of controlled physical development (Libert Township does not have zoning.)

Absence of community planning.

Basic community services.

Air pollution.

Crime and juvenile delinquency.

Noise pollution.

Health care services and facilities.

Other.

GOALS:

The number one goal of the Grove City area is to obtain recreation and cultural enrichment. More specifically, musical, artistic, and theatre programs are needed. This goal is somewhat surprising in that a fine liberal arts college is located in the area.

The number two goal is economic development. New industries can be brought to the area and existing industries can expand if sewer service is adequate. In addition to the Borough of Grove City, outlying areas should be extended sewer service.

With the opening of the new interchange, service industries can be expected to grow. The newest employer in the area is a hamburger franchise which employs 25.

The General Electric Company has invested over a million dollars in a plant in the industrial park. Accessibility to I-80 is vital to the further economic potential of the entire area.

An airport has been a goal of the area for a number of years. Recently, ARC agreed to provide supplementary funding to this project to make it a reality.

Adequate housing might be provided if site engineering assistance was given residential developers. This would remove one obstacle to industrial development and improve physical development of the community.

Other goals are:

Improve health of persons.

Better education. On-the-job skills are needed.

Increased protection of persons and property.

Improve local government operations.

Other.

Improved social welfare services by enhancement of the County workshop.

Improved Environmental Quality.

ACTIONS:

A pre-engineering housing study should be undertaken with attention to unsubsidized multi-family units in the Grove City area.

The provision of cultural enrichment should be undertaken jointly by the college and townspeople.

The Borough sewage plant should be upgraded and sewerage extended into surrounding municipalities on an area basis. Liberty Township especially should have sewerage.

The interchange study should be continued with access an important consideration.

Emergency health services must be set up. This will be crucial when the interchange is opened.

MARIENVILLE (JENKS TOWNSHIP)

PROBLEMS:

The most important impediment to the development of the Marienville Economic Activity Area is improper sewage disposal. Septic tanks are not adequate in the type of soil structure found in the area. Health hazards have been created because of malfunctioning systems. The inability to dispose of liquid wastes properly has retarded expansion at the glass plant, the area's largest employer, prevented tourist facilities from being constructed, and impeded housing development.

The second most important problem facing the Marienville area is lack of non-subsidized single family homes. This lack of adequate housing has made it difficult to attract business executives to the area and hence hampered industrial development efforts.

Another aspect of the housing problem is that there are about 6,000 seasonal cottages and cabins in the area. Many of these units lack in structural fitness, satisfactory mechanicals, and living requirements. Should these temporary quarters become permanent, housing quality could be seriously affected. Commissioner Roberts has suggested that building regulations may have to be established in the future.

The third most important problem is insufficient employment opportunities. This problem is a result of problem No. 1.

Crime is a fourth problem. Several cabins have been burglarized.

Transportation is the fifth ranked problem. The B and O Railroad has petitioned to abandon a freight line now serving the glass plant in Marienville. Another transportation problem is that Route 66 cannot satisfactorily handle all the traffic demands put on it. Traffic exiting off of I-80 at Brookville and Shippenville use Route 66 to get to Kinzua Dam. Another highway problem is that travel from Tionesta to Marienville is rather circuitous.

Additional problems are:

6. Out-migration of the labor force particularly the young. Forest County has the second highest percentage of people over 65 years of age in the State . . . 15.5 percent.

7. Availability of other community services.

8. Lack of controlled physical development.

9. Water pollution.

10. High incidence of poverty.

11. Absence of community planning.
12. Noise pollution.
13. Low levels of per capita income.
14. Health care services and facilities.
15. Attitudes of community leadership.
16. Visual appearance of the community.
17. Land erosion and sediment. A soil and water conservation district has just been established.
18. Population growing too rapidly in relation to resources.
19. Air pollution.

GOALS:

The prime goal of the area is to establish public sewers in the area. This will alleviate a health problem, stimulate industrial and residential development and promote tourism.

Increased economic development should have two aims. Industrial expansion of existing glass plant and new industry on one hand and tourism on the other. Hunting, trapping, fishing, and snowmobiling make Marienville a natural attraction and motel/restaurant and other tourist services must be encouraged.

Better police protection must be available to cut crime.

The railroad abandonment problem must be examined and studied as part of a total regional transportation system including highways.

Although the area has just secured a swimming pool, indoor recreation facilities for young people must be obtained.

Improved physical development can be brought about if more adequate housing were available. Custom building cannot answer the housing shortage. Incentives must be made to attract development tract builders.

Other goals are:

7. Better education.
8. Improved local government.
9. Improved Health.

10. Improved social welfare.
11. Improved environmental quality.

ACTIONS:

1. Sewer the Marienville area.
2. Promote tourism. Prepare tourist brochures.
3. Provide 24 hour police coverage by State Troopers.
4. Prepare regional transportation study.
5. The area should have a movie theatre and other activities for young people.
6. An ARC 302 pre-engineering housing research project should be undertaken.

MEADVILLE E. A. A.

PROBLEMS:

The most important problem in the Meadville Economic Activity Area is in multi-family subsidized housing. The Fairmount and Fairview Housing Project, which received Appalachia assistance in the past has been under-occupied due to lack of adequate road access. There is but a 65 percent occupancy in Fairview and a 90 percent occupancy in Fairmount. Community facilities funding is needed.

The second and third most important problems are insufficient employment opportunities and low levels of per capita income. These problems have been accentuated because economic development efforts have been stymied by lack of sanitary sewers and water. Sanitary sewers are especially needed if an industrial park is to develop in Meadville. In Saegertown existing industry could expand if sewers were present.

The fourth ranked problem is transportation. The Erie-Lackawanna Railroad employs 800 at its shops in Meadville. The Erie-Lackawanna is in bankruptcy and its future is uncertain. Also interchange development studies are needed.

The fifth ranked problem is in the area of health care. The Appalachia program most recently approved funding of an expansion of Spencer Hospital. Emergency programs, however, remain a problem as part of a regional network.

The sixth problem is in community facilities, namely, water and sewers and lack of local recreation. There is a local project in the planning stage designed to provide more recreation. The Meadville Area recreation complex will include a swimming pool, skating rink, and picnic area.

The seventh problem is the high incidence of poverty. Efforts must continue and expand to provide job skills through on the job site training and technical school. Improved skills will raise per capita incomes.

The closing of the Albro Packing Plant has adversely affected farm income. Alternative turf skills must be developed in rural areas.

Facilities for the underprivileged must be improved so that new services can be offered.

Additional problems are:

Outmigration of the quality labor force.

Absence of community planning.

Water pollution.

Visual appearance of the community.

Junked car disposal is an aesthetic problem.

Crime and juvenile delinquency.

Lack of controlled physical development.

Population growing too rapidly in relation to resources.

Other problems.

Air pollution.

Land erosion and control.

Attitudes of Community leadership.

Noise pollution.

GOALS:

The most important goal in the Meadville area is the attainment of increased economic development. Sanitary sewer construction and water facility construction must first take place if this goal is to be attained. Sewers are particularly crucial to industrial development in Saegertown and commercial and industrial development in Meadville. The impact is especially noteworthy in Saegertown. With public sewers, Saegertown Manufacturing can greatly increase its screw machine products and multiply employment by 300 percent.

The second most important goal is improved social welfare service. Job training facilities, health services, and family planning services need to be established to serve the disadvantaged population. In addition, day care should be expanded and child development programs enhanced.

The third most important goal is to improve the occupancy rate at the Fairmount and Fairview Housing Project. This can be attained by constructing a suitable access road.

The fourth goal is to study railroad and other transportation problems in the Northwest and offer possible solutions. Interchange development also should be examined at Geneva and Saegertown.

The fifth goal is to attain local recreation.

The sixth goal is to attain improved environmental quality through public sewerage. Poorly percolating soils have created some health hazards.

Environmental quality can also be enhanced by improving the disposition of junked cars. The County Planning Commission mapped junked car locations but a regional plan of action should be developed to follow through on the work already done.

7. Improved health through neighborhood facilities programs.
 8. Improved local government.
 9. Increased protection of persons and property.
 10. Greater education through improving vo-tech education and on site training for jobs.
- Agricultural courses of a non-farm nature should be developed.
11. Other.

ACTIONS:

1. Provide sewers and water to stimulate economic development. Priority should be given to sewer projects in Saegertown and Meadville.
2. Renovation of the Unity Center should be undertaken to expand social and health services. Child development projects should be fostered.
3. An access road should be constructed to the Fairmount and Fairview housing projects with community facility funds.
4. A regional transportation study should be undertaken now. Interchange studies should be considered later.
5. A study of junked cars should be initiated at the regional level.
6. Vo-tech educational programs should be expanded particularly in turf care and management.
7. Job skills should be developed through a guild concept.

MERCER E. A. A.

PROBLEMS:

Lack of adequate housing has been identified as the number one problem in the area. Many of the homes in the area could have better maintenance. However, this lack of maintenance is a result of a high incidence of poverty, problem number two.

Income levels could be increased if more industry were attracted to the Mercer area. Industrial development efforts have been hampered by lack of middle and upper income housing. Middle and upper management personnel which usually move into a community with the establishment of a new operation need immediate executive level housing which cannot be found in Mercer.

Railroad service abandonment has threatened the Borough of Mercer. Penn Central would like to cut the line from Mercer to New Castle. This is the third most serious problem.

Water pollution caused by improper sewage disposal is the fourth problem facing the area. Sewage discharges are a problem in Coldspring Township, E. Lackawannock Township and Jefferson Township. The Mercer area, including Mercer Borough, has undergone a sewage feasibility study.

Insufficient employment opportunities are a problem only to the extent that existing resources are not being developed to maximize employment. This is especially true to tourist oriented facilities.

Lack of sewers is a problem in that it has severely restricted economic development at the interchange area of 19 and I-80.

Other problems listed in descending order of importance are:

7. Health care.
8. Air pollution.
9. Out-migration of the quality labor force.
10. Attitudes of community leadership.
11. Low levels of income.
12. Crime and juvenile delinquency.
13. Lack of controlled physical development.
14. Visual appearance of the community.

15. Population growing too rapidly in relation to the resource structure.

16. Noise pollution.

17. Land erosion and control.

18. Absence of community planning.

19. Other problems.

GOALS:

The prime goal of the area is to obtain increased economic development particularly in tourism and traveler related services and facilities. Sanitary sewers and wastewater treatment must be obtained for East Lackawannock Township if the economic potential of the Route 19 and Interstate 80 interchange are to be realized. The present Howard Johnson establishment could increase employment from approximately 50 to 100 if sewers were available. Sewers would also allow development of a Ramada Inn, a Sheraton Hotel, an economy motel, a truck stop, and industrial park.

Recreation and cultural facilities should be developed to draw tourists to the area. Water recreation on Oil Mill has good potential as well as local historic attractions.

Increased efforts must be made to protect persons and property.

Improved physical development can be attained if housing conditions are enhanced.

Environmental quality can be improved by the provision of public sewerage, already discussed.

Additional goals are:

7. Improved health.

8. Improved local government.

9. Increased economic development.

10. Other.

11. Improved social welfare services.

ACTIONS:

Action must be taken to secure sewerage for E. Lackawannock Township in order to permit interchange development.

The Pew Homestead must be preserved and developed. Oil Mill Run must be developed for multi-purpose use.

Action must be taken to improve traffic safety. This is the responsibility of municipal officials and PennDot.

Poverty can be overcome if readily available housing were present to satisfy the needs of business executives wishing to create job opportunities in Mercer. Research designed to stimulate middle and upper income housing on an economy of scale must be accomplished. Full employment will increase income levels and enable working families to make home repairs.

NEW CASTLE AND ALLWOOD CITY E. A. A.

PROBLEMS:

The most serious problem affecting the area is insufficient employment opportunities caused by lack of basic utility service. Industrial expansion, and hence jobs, cannot be created without the availability of sewer and water.

The second most serious problem is transportation. Railroad abandonments will have a chilling effect on industrialization. In addition, poor access to certain public facilities has increased transportation costs.

Another problem also ranked as second in importance is attitudes of community leadership. The approach of certain county officials to public improvements has been questioned. Recently the grand jury criticized the Board of Commissioners for failure to make Court House improvements.

The absence of community planning is a problem. The County of Lawrence does not have a state certified planning director. Many comprehensive plan elements are in need of revision. Not all areas have development controls.

Crime and juvenile delinquency is a problem. Facilities for the young are needed.

Outmigration of the labor force is directly related to insufficient employment opportunities, problem No. 1. The rate of unemployment as of February 1973, was 8.3 percent. The comparable State rate was 4.8 percent.

The visual appearance of the New Castle C.B.D. is quite depressing and makes a poor impression on visitors.

Water pollution has been caused in some instances by malfunctioning septic systems.

Low levels of per capita and family income have been evident. Per capita income for Lawrence was \$2,609 as compared to \$3,093 for the State.

Availability of other basic facilities has already been touched on to some degree. Lack of water and sewer was mentioned in describing problem No. 1. In addition, the handicapped need expanded facilities.

Lack of controlled physical development. Several municipalities are without zoning controls.

The high incidence of poverty is related to income levels. See above.

Air pollution has been a problem.

Lack of adequate low income housing has been a problem especially in New Castle. Some of the housing is substandard with inadequate heating, plumbing, and structural faults. The substandard units should be replaced by subsidized housing.

Other problems.

Health care is a relatively minor problem as are noise pollution, land erosion and sediment, and population growth.

GOALS:

The most important goal for development is economic development. To bring this about, we must have sanitary sewers and public water available. Sewers are especially critical in the southern portion of the County and water in the eastern and southern portion.

The second most important goal to attain is satisfactory rail service. An access road to the Lawrence County Vo-Tech School is also needed. A study of all transportation problems should be undertaken.

Improved physical development of the area can be obtained by providing subsidized low to moderate cost housing. Since recreation is an equally important goal, any new housing units should be planned with leisure time facilities. A C.B.D. action program should be undertaken to revitalize and cosmetically uplift downtown New Castle.

Vocational skills need to be made available to all youngsters including juvenile delinquents. Vocational training will help settle emotional disturbances and give delinquents a useful trade upon their return to society.

Improved local government operations should be a goal.

Increased protection of persons and property can be attained if vocational opportunities are offered to delinquents. See above.

Improved environmental quality can be brought about primarily through the rejuvenation of the New Castle C.B.D. See discussion on improving physical development.

Improved social welfare services can be brought about by expanding workshop facilities for the handicapped.

Other goals are:

Improved health of persons.

Other.

ACTIONS:

Sewer projects must be implemented with priority given to Ellport, Ellwood City, and Wampum. Water project must be implemented with priority given to Bessemer, Pulaski, and Wampum.

A regional transportation study must be undertaken.

An access road must be provided the County Vo-Tech School.

The UHURU 236 Housing Project must be gotten underway with concomitant recreation facilities including a spray pool, tot lots, and playground equipment. This will provide 125 units of housing.

Through private or public efforts a C.B.D. action program should be initiated.

Construction and equipping at the Youth Development Center should be financially supported.

Action should be taken to secure a new building for the Lark Workshop.

*

OIL CITY - FRANKLIN - TITUSVILLE E. A. A.

PROBLEMS:

The most important problem facing the Oil City-Franklin-Titusville Economic Activity is in the area of transportation access. The Titusville area was dealt an economic disaster with the loss of Struthers Well and National Forge. These two plants employed about 400 people. Titusville is now attempting an economic comeback with the development of a 28.9 acre industrial park lying approximately one quarter mile west of the City of Titusville. The site is well suited for industrial development being characterized by gentle topography, good visual definition, and proper zoning. It has an employee holding capacity of 471.

The site, however well situated, cannot be fully developed without an access road. Lots A through L in the industrial park cannot be opened up without a road. McKinney road is also in need of improvement.

No existing structures in Titusville are suitable for new industry and the industrial park is the only place where growth can occur.

Other transportation problems stem from lack of full facilities and services at area airports. More specifically heavier planes cannot be accommodated at Titusville and safety improvements are needed to increase flight frequency at Chess Lambertson in Franklin.

The second ranked problem in the area is insufficient job opportunities. Unemployment as of February 1973, was 5.5 percent in the tri-city labor market area. This compares with a 4.8 percent rate for the State as a whole. Pearson Machine was the most recent industry to close its doors. Employment opportunities have been held back by lack of water and sewer facilities which in turn have retarded industrial expansion.

The third ranked problem is lack of adequate housing. Middle and upper income housing is especially difficult to find for executives and professionals coming into the area. This fact has hampered industrial development efforts. With the exception of the Gilmore development, which was not planned properly, no quantity of tract homes are available in the area.

The fourth ranked problem is the low level of per capita and family income. Per capita income for Venango County, in which most of the economic area is contained, was \$2,494 as compared to a State per capita income of \$3,093. Median family income in Venango County was \$8,248 or \$1,310 less than that reported state wide.

The fifth ranked problem was identified as the availability of other basic community services. Most surveys defined this as lack of sewer and water. If these facilities were present, employment opportunities and hence development could expand. For example, management of the Crator Manufacturing Company has indicated a negative factor in its consideration of expansion at the present plant site in Tionesta was lack of proper sewage treatment facilities. Water service is equally important. Water supply to Continental Can Company in Oil City is not sufficient for fire protection needs and this could cost the area 200 sorely needed jobs.

The sixth ranked problem affecting the quality of life was the high incidence of poverty. 10.2 percent of all families in Oil City live below the poverty level as compared to 10.7 percent in Franklin and 9.6 percent in Titusville. The "General Social and Economic Characteristics of the 1970 Census of Population" further records that throughout the State as a whole the figure for families living below the poverty line was 7.9 percent.

Another problem cited was lack of controlled physical development. There have been trouble spots in plan implementation. Venango County is one of three counties that still does not have a subdivision ordinance to govern land development.

Zoning implementation has also been a problem.

Additional problems, listed in descending order of importance, are as follows:

Water Pollution.

Out-migration of the quality labor force.

Attitudes of community leadership.

Visual appearance of the Community. The C.B.D. of Oil City could use an uplifting in particular.

Crime and juvenile delinquency.

Land erosion and sediment.

Air pollution.

Absence of community planning.

Availability of health care services and facilities in the area of mental disorders.

Other problems.

Population growing too rapidly in relation to resource structure.

GOALS:

The most important goal for development in the area is increased economic development. Sanitary sewerage and public water facilities are basic to any industrial expansion. Treatment facilities and interceptor lines are essential in Tionesta, Franklin and Oil City must have wastewater treatment facilities altered, Franklin also must have an interceptor sewer, Sandy Creek and Polk Borough need a collection system, lifts, force mains, and interceptors, while a complete sewer system together with treatment facilities is crucial in Cooperstown.

If the Titusville Industrial Park is to get off the ground, a water extension must be obtained. Oil City must have a water tank to render adequate fire protection to local industry. The Venango Industrial Development Corporation must attain a water line extension to the Seneca industrial park to permit plan expansions that could possibly create 350 new jobs. The City of Franklin needs extensive water improvements covering source, distribution, storage and treatment.

The second most important goal for the Oil City-Franklin-Titusville Economic Activity Area is the attainment of adequate transportation access. A 1300 foot long access road needs to be constructed at the Titusville Industrial Park. McKinney road needs to be blacktopped as well. The Titusville Airport must have a runway overlay to accomodate heavier planes. Chess Lambertson airport should have an instrument landing system to improve safety and increase flights.

The third goal to attain is improved social welfare. Development of the Venango Human Services Center should be one objective in this regard. Eight agencies are located at the center presently; and, five additional agencies have signed letters of intent upon receipt of funds. Child development is another objective to be attained under improved social welfare.

The fourth goal is recreation. Plans are already underway to provide increased recreation for the area. Improvements are constantly made at the new County park. A new riverside park was recently opened in Oil City. Areas of Hasson Park were recently paved. A new bath house will be built at the Oil City swimming pool. The Y.M.C.A. plans a new building on the south side.

Improved physical development can be attained by stimulating private enterprise to build more new moderate and upper income housing. The N.W.P.R.D.C. must offer pre-engineering of sites as an enticement this in conjunction with site studies for industrial parks.

The Venango County Planning Commission must hasten the preparatonn of final subdivision drafts for approval by the County Commissioners. After adoption, subdivision regulations should be vigorously enforced. A good working rapport should be established with the recorder of deeds, Bar Association, and others.

Since zoning administration is done on a part-time basis in some areas of the county; and since enforcement has been somewhat lax particularly in Cranberry Township, there is a case to be made for centralizing zoning administration, perhaps at the county level or by joint agreement. Centralized administration would offer the following advantages:

- a. full-time enforcement
- b. uniform interpretation
- c. centralized location
- d. increased availability of zoning service to the citizenry and developers
- e. increased professionalism in zoning administration
- f. more respect for zoning
- g. possibly reduced cost to taxpayer.

Improved environmental quality can be brought nearer to attainment by finding solutions to our solid waste problem. As of this writing, it appears that a private landfill site may pass muster with the Department of Environmental Resources and continue to be utilized.

Greater educational goals may be achieved if there is more emphasis with on-the-job training through the Guild concept.

Improved mental health of persons can be a reasonable goal if the Venango Mental Health Center can be made a reality. The Venango Mental Health Center will provide out patient, partial hospitalization plus consultation services.

Other goals are:

Increased protection of persons and property.

Improved local government operations and institutions.

Other.

ACTIONS:

Action on funding must be taken to secure sewer projects in Tionesta, Franklin, Sandy Creek, Polk, and Cooperstown.

Action on funding must be taken to secure water projects in Titusville, Oil City, Franklin, and Cranberry Township.

An Access road to the Titusville industrial park must be built. Improvements to the Titusville airport and Chess Lamberton airport must be made.

The Venango Human Services Center should be developed and child development programs enhanced in Titusville to further the goal of social welfare.

The Guild educational concept for the seven counties in Northwest Pennsylvania should be supported.

The Venango County Mental Health Center should be funded.

SHARON - FARRELL - GREENVILLE: A. A.

PROBLEMS:

The two most important problems in the Sharon- Farrell- Greenville Economic Activity Area are availability of basic community services and lack of adequate housing. The chief inadequacy in basic community services is the lack of satisfactory utility service, particularly sewerage. This is due to insufficient capacities, inadequate wastewater treatment, and absence of collection lines in critical areas. Without adequate sewerage facilities, industry cannot come into the area or expand from its existing places. Another area of community service that is a problem is the disposition of solid waste.

There is an insufficient supply of single family unsubsidized homes. This has discouraged industrial executives from locating plants or plant additions in the area. A number of existing homes are in deteriorated condition.

Air pollution is the second ranked problem. Air pollution is a problem, however, private industry is making an attempt to reduce emissions. Sharon Steel has installed a three million dollar air pollution control device for its basic oxygen furnace. Sharon Steel will commit another three million dollars for air and water pollution control in connection with its announced expansion.

Perhaps increased monitoring and data collection for various factors affecting the environment are needed. This data should be made readily available to all that seek its use.

There is a high incidence of poverty especially in Farrell and Greenville. For Mercer County, according to the "General Social and Economic Characteristics" of the 1970 census, 7.6 percent of all families had incomes less than the poverty level. For the State as a whole the figure is 7.9 percent. In Sharon the figure was 8.0 percent. In Farrell the figure was 10.1 percent. In Greenville the figure is 10.3 percent.

There is a problem with crime and juvenile delinquency.

The visual appearance of the community is a problem.

Water pollution from industry has been a problem but will be rectified by capital expenditures of private industry in the near future.

Lack of controlled physical growth is a problem in some areas but it is diminishing. Actually, the staff of the Mercer County Planning Commission has been quite active in the area of development controls.

Last year 26 subdivisions were reviewed and/or approved and developed recommendations for 37 zoning requests or new ordinances.

Additional problems listed in descending order of priority, are as follows:

Other.

Insufficient employment opportunities. Unemployment in February of 1973 was 5.3 percent, somewhat above full employment.

Transportation access. The Greenville airport's pavement base is breaking up due to an overload condition.

Absence of community planning. Only one third of the County is not covered by full planning service from the County Planning Commission.

Out-migration of labor force.

Population growing too rapidly in relation to resource structure.

Availability of health care services and facilities.

Low levels of per capita income.

Noise pollution.

Land erosion and sediment.

GOALS:

The top goal to attain development in the area is improved environmental quality. Waste, both liquid and solid, must be disposed of properly. A solid waste study of the present and near future should be completed at the county level. Specialized studies, such as for junked cars and possibly long-range solid waste solutions should be undertaken at the regional level.

Sewer projects must move forward in Sharon, Hickory Township, South Pymatuning, Sharpsville, and Farrell. The Upper Shenango Sewer Project will eliminate four discharge points into the Shenango River above the Shenango Valley Water Company intake.

Another way the goal of environmental quality can be attained is by collecting data on all factors affecting environmental quality. This data should be stored in a central place where it is readily available. In order to put the data in an orderly form, it should be computerized.

Improved local government operations and institutions should take the form of area-wide services, consolidation of taxing jurisdictions, and the establishment of regional government.

Improved community physical development can be attained by improving the housing situation and industrial site development. A housing site

development research project should be undertaken together with market studies. An industrial site development research project is also needed.

Recreation is also a goal to achieve. More city recreation is needed according to questionnaires. There are plans to develop the Wengler, Musser, and West Hill playgrounds in Sharon and the Fruit Avenue and Kedron Street playground in Farrell.

Improved health information and encouragement to group practice.

Increased protection of persons and property should be a goal.

Improved social welfare services can be brought about by enlarging workshop facilities for the handicapped.

An educational goal is to improve the quality of manpower development and job retraining.

Transportation improvements, particularly in airport facilities must be attained.

Other goals are:

Increased economic development.

Other.

ACTIONS:

A Regional study of junked cars should be undertaken and possibly a long range solid waste study as well.

Steps should be taken to construct a regional interceptor line in the Upper Shenango project area, enlarge the capacity of the Sharon treatment plant, and build collection lines in South Pymatuning and Hickory Townships. The Sharpsville treatment plant should be abandoned and the Sharpsville sewers tied in with a regional system. The Hickory Township sewage plant must have additions to provide tertiary treatment. Alterations must be brought about to the Farrell sewage treatment plant.

An environmental data center should be established.

Industrial support research projects for housing and industrial sites should be undertaken under the ARC 302 program.

The Mercer County workshop should be expanded.

Job Training should be accomplished through a guild concept.

The Greenville airport should have a one inch bituminous overlay on its runway.

WARREN E. A. A.

PROBLEMS:

The most significant problem in the Warren Economic Activity Area is transportation. Marginal railroad lines have been identified in the area and discontinuance of rail service is a possibility if the Penn Central is streamlined. In addition highway improvements are needed. Since three new warehousing facilities have recently been created at New Process, Loranger Plastics, and Whirley Industries distribution of materials over various transportation routes will assume increased importance.

The second most significant problem is the visual appearance of the of the community. A rail line goes down the middle of one of the Borough streets. The C.B.D. is in need of functional and "facelift" improvements.

Attitudes of community leadership are a third problem.

Another problem ranked as third is the lack of adequate housing, more particularly, the supply of non-subsidized single family housing. Tract type developments with their economy of scale need to be stimulated. This problem has been a detriment in enticing core executive personnel of industrial prospects to relocate in Warren.

Insufficient employment opportunities exist because of inadequacies of sewers, primarily. The lack of adequate sewerage service has retarded industrial expansion. Industrial site efforts must be intensified.

The availability of health care services and facilities is a problem, especially the lack of adequate emergency medical services.

Comprehensive municipal plan preparation has been limited to the Borough of Warren.

Crime and juvenile delinquency have been cited as problems.

There has been a lack of controlled physical development in some parts of Warren County. The western part of Warren County seems particularly sparse on zoning controls, outside of Eldred and Southwest Townships.

Low levels of per capita income can be traced to problems of industrial development. Per capita income in Warren County was \$2,783 somewhat below state levels. Unemployment as of February, 1973, was 50 percent and is above state levels.

Water pollution is a problem in some areas where there is unsatisfactory sewage discharge.

Land erosion and sediment control is a problem to some degree.

Additional problems are:

Out-migration.

Other problems.

High incidence of poverty.

Availability of other basic services.

Noise pollution.

Population growing too rapidly in relation to resource structure.

GOALS:

Improved local government operations and institutions is the top goal. Area-wide services such as police and fire protection would be desirable. Taxing jurisdictions should be consolidated and a regional government established.

Economic development should be increased. Sewer projects must be advanced to adequately handle industrial wastes. In addition, site planning studies should be undertaken for industrial development.

Health services in the area of emergency medical care must be attained. Delivery of service must be speeded up, quality of care increased, and communications improved.

Although construction is beginning on the Warren Bypass, other transportation problems must be studied on an inter-modal and inter-county basis with emphasis on railroads.

A concomitant housing site study to go with the industrial site study should be made. This will encourage middle income housing starts. Advance site preparations will reduce front costs to the developer, reduce lag time, and bring supply up to demand.

Borough Council should implement the Warren C.B.D. plan.

Efforts should be intensified to prevent juvenile crime. More social development programs are needed for youth.

Other goals are:

Recreation.

Improved environmental quality.

Other.

ACTIONS:

A local government advisory committee should be established.

The Borough of Warren wastewater treatment plant should be upgraded and provide service to adjacent townships. This project will allow industrial employment to expand from 4,138. Employment will be created at Loranger Plastics, (35 jobs); Pennco Industries, (15 jobs); Struthers Well, (25 jobs); Thomas Coupling Division of Rex Chainbelt, (50 jobs); Tiona-Betz, (10 jobs); Warren Components (25 jobs); and Whirley Industries, (20 jobs).

An industrial support research project entailing pre-engineering and site planning for housing and industrial developments should be undertaken.

A regional emergency health program should be established.

A regional transportation study, with Appalachia 302 funds, must be initiated.

REGIONAL PROBLEMS, GOALS, ACTIONS

PROBLEMS.

The region-wide problems of most concern to the N.W.P.R.P.D.C. are those that cannot be solved through county or local applications or efforts and therefore require N.W.P.R.P.D.C. sponsorship.

There are nine problems that require full involvement of the N.W.P.R.P.D.C.

There has been a problem in attracting industry to the region. A study performed by the staff of the N.W.P.R.P.D.C. showed that the adequacy of our industrial sites in terms site preparations and in quality of location might be in need of attention.

Furthermore, industrial developers of the area felt that lack of adequate middle and upper income housing in the region were retarding efforts in solicitations to industrial prospects. Stick built homes on a lot by lot basis with a maximum production of three or four a year by an individual builder neither has resulted in an economy of scale or the quantities necessary for certain market areas.

There has been a lack of research for regional industrial development, most research being done on community development.

Many of the region's foundries and forges, particularly the smaller ones, are faced with huge capital expenditures in order to meet new environmental requirements. This poses questions for the industrial developer such as what replacement industries should be sought? What industries can capitalize the most on the natural attributes, facilities, markets, and human resources of Northwest Pennsylvania? What industries should we be seeking to attract to Northwest Pennsylvania?

A region-wide approach to study the most effective means of moving goods and people is needed.

Although all modes of transportation need to be studied the most immediate dilemma is posed by possible freight rail line abandonments. Both the Penn Central and Erie Lackawanna Railroads are bankrupt and each has extensive trackage in Northwest Pennsylvania. The Baltimore and Ohio has also wanted to abandon lines, more specifically the 102 miles stretching from Bruin to Mt. Jewett.

The Penn Central would like to reduce its trackage to a core system of 11,000 miles. Under the I.C.C.'s proposal that lines carrying fewer than 34 carloads per mile per year and D.O.T.'s recommendation that lines carrying fewer than a million gross ton miles per year be abandoned an economic adversity of major proportions could beset the region.

Other modes of transportation have problems as well. These problems are common throughout the region and cannot be studied in isolation. Inter-county transportation routes must be coordinated and regional roads proposed.

There has been a special interest shown in providing mass transportation in rural areas. A mini-bus concept needs study of a regional basis.

Innovation approaches both in hardware and systems are needed.

Canalization of the Allegheny River is in need of study.

An alarming increase in the number of abandoned vehicles has accelerated the problem of disposal. The problem seems common to several counties in Northwest Pennsylvania. Although two counties have undertaken an investigation of junk cars, a regional approach may suggest solutions that are economically feasible only on a large scale.

Present disposal methods are uneconomical, ecologically damaging, helping to destroy land values, creating health hazards, and destroying aesthetic qualities which are inimical to tourism.

We know that we have experienced an out-migration of population in Northwest Pennsylvania. However, we can only guess at the causes. Therefore, remedial actions to stem the tide of out migration are based on presumption. More information is needed on the details of out-migration.

We need research to determine local assets and liabilities as residents see them.

To keep tourist interest fresh and vibrant, new regional tourist brochures are needed. With the extensive network of outdoor recreation found in Northwest Pennsylvania at Pymatuning, Shenango Reservoir, National Forest, Resque Isle, Conneaut Lake, Cooks Forest, Chautauque Park, McConnells Mill, etc., tourism should be promoted.

With increasing regulations of federal, state, and local authorities of industrialists, builders, public bodies, businessmen, and the general public, there is more of a demand for environmental data. Authentic data from reliable sources, readily available to all that seeks its use, in a convenient location is difficult to obtain. At present most of the information is scattered in files and reports in offices throughout the region, colleges, Harrisburg, and Washington.

There is a need for some sort of post secondary training program in the form of "on the job" instruction for entry level skills and upgraded skills. Vo-tech education has some limitations in that it does not take place on the employer's premises and using the employer's equipment. There would be a real advantage if employers were able to observe the prospective employee while in training. There is no training program for drop outs.

In Erie County "on the job" training needs have already been identified to exist in machine operation, sheet metal, and welding.

GOALS:

Industrial support research projects to include pre-engineering of industrial and housing sites should be undertaken. Housing and industrial site needs based on market analysis must be established. Site selection and design must be initiated. A development approach utilizing community resources must be formulated. Costs, staging, and an action program must be thought out. It is further proposed that two demonstration projects be undertaken.

Research for regional industrial development must be started. More specifically the aftermath consequences of environmental controls on the forges and foundries in Northwest Pennsylvania must be studied. Replacement industries should be sought.

Industries must be identified that can capitalize the most on the natural attributes, facilities, and resources of Northwest Pennsylvania.

Industrial developers would like to concentrate their sales efforts on main chance industries. Industrial research can assist the industrial developer in attaining that goal.

A regional transportation system study is an important goal for the N.W.P.R.P.D.C. to attain. It is proposed that a Region-wide study of transportation be conducted to determine:

- a. The present transportation system by inventorying all modes and facilities, except local streets, and totally intramunicipal facilities.
- b. The present use and practical capacities of each mode inventoried.
- c. Portions of the present transportation system which are deficient (demand approaches or exceed practical capacity.)
- d. Land use concepts which suggests shifts or major increases in demand which should influence changes in the present transportation system.
- e. Various new or innovative approaches to transportation problems unique to the Northwest Region.
- f. Recommendations to appropriate County, State, and Federal agencies regarding:
 1. A comprehensive transportation system for the Northwest Region.
 2. Priorities and staging.

3. Rough cost estimates.

g. Estimates of economic impact of recommendations on the Northwest Region and its constituent units of government.

A junk vehicle study should be a goal of the regional commission. The study must include information on location quantity and type of junk vehicles as well as age, reasons for abandonment, trends in the nature of the problem and relationships with social, economic, demographic and geographic factors. Surveys of present modes of disposal and legislation affecting disposal should be made. Intensities of various aspects of junk cars should be noted. The salvage industry must be reported upon.

A plan to solve the problem should consider details on collection, environmental preparation, disposal, end products, costs, and transport. Legislative changes, if needed, must be set forth. Phasing of the plan must be detailed.

An action program for plan implementation should be outlined.

It is proposed that a Region-wide study of in-out migration patterns be conducted to determine:

a. The migration patterns within the Region by geographic area, age, sex, income, family size, education level, skills, length of residency, distance of move, etc.

b. Reasons persons move to or from the Region.

c. Desirable migration patterns which benefit the Region and its constituent units.

d. Local, Regional, State, and Federal actions necessary to influence in-out migration.

e. Cost and staging of necessary actions.

Tourist brochures should be prepared. The region has a quantity of excellent outdoor recreation spots and should capitalize on them. Tourism is big business and an important economic stimulator. It is a clean industry and ought to be promoted more than ever.

The feasibility of creating an environmental data center should be explored. Useful environmental data needs to be identified. Methods of data collection and availability of data must be developed. Storage and retrieval must be studied and a cost benefit ratio determined. Consideration should be given to data update.

The ultimate goal is to provide authentic data from reliable sources in an available form in a convenient location.

Guild project should be established to set up "on the job" training throughout the region. Because of differing needs one project are should include Erie County while a second project area should include the remaining seven counties of Clarion, Crawford, Forest, Lawrence, Mercer, Venango, and Warren. Erie is further along and desires implementation funding. The other seven counties need study money.

Both guild projects would provide training under real conditions and would utilize senior citizens as instructors.

ACTIONS:

The following projects should be funded with Appalachia 302 funds:

3. 1. Industrial support projects
2. Research for regional industrial development
1. 8. Regional transportation system study
4. Junk car study
5. In-Out migration patterns
6. Tourist brochures
7. Environmental Data Center
8. Northwest Guild
9. Erie Guild.

RECENT
ECONOMIC DEVELOPMENTS
IN ACTIVITY AREAS

CLARION

New truck stop employing 125 to 175 people has been completed. Also a new Holiday Inn completed. A Sheraton Inn in under construction. A new Bendix double-wide manufacturing facility is under construction. A new industrial site at Strattonville is being planned.

Source: Laura Carrier

4-9-73

CORRY

New Viking Plastics plant opened and employs 25.

Source: Margaret Shaw

4-9-73

ELLWOOD CITY

Employment up by 325 employees due to two new plants and expansion of three present plants. The two new industries are in textiles and pre-fab steel. Industries expanding were plastics, forging, and machinery.

Source: Dennis Schill

4-9-73

ERIE

The most significant recent development in the Erie economic activity area is the expansion of General Electric into the field of mass transit cars. This expansion of an existing General Electric operation will create 2,000 new jobs if skilled labor can be found.

Lack of adequate housing is an impediment to the importation of labor.

Lord Manufacturing in Cambridge Springs has a plant expansion under construction that will increase employment by 75.

Source: Thomas Bundy

4-10-73

and Tim Ramsey

4-10-73

GROVE CITY

Plans are now being made to find prospects for the remaining 14.5 acres in the industrial park since General Electric did not exercise its option.

A 100 unit motel will open at the Interchange of I-79 and 80.

Source: Nancy Hunsinger

Grove City C of C

4-10-73

MARIENVILLE

Camp Blue Jay has been recently taken over by the Erie Durg Council. Whn development has been completed, it would employ 40 people.

Source: Allen Roberts

4-9-73

MEADVILLE

There is a great deal of commercial activity in and immediately around Meadville. There is a six million dollar mall planned for Chestnut Street. In addition, the recent opening of the Meadville Mall has created employment for several hundred.

With regard to industrial employment, Saegertown Manufacturing is planning a one and one-half million dollar plant expansion.

The closing of the Albro Packing Plant in Springboro has greatly reduced farm income to cabbage growers throughout Crawford County.

Source: Tim Ramsey

4-10-73

MERCER

A \$1.7 million Howard Johnson's Motel and Restaurant has been completed within the last year. If public sewage were available, other tourist accomodations could be developed at Route 19 and I-80.

Source: Jim Davis

4-10-73

William Clark

4-4-73

NEW CASTLE

Recent economic activity includes the opening of a new plant by Reaction Metals. Fleming Steel has expanded by building a new plant. Bethlehem Steel's Lane Division is building a new culvert pipe plant. Young Galvinizing has just been approved for a P.I.D.A. Loan and will employ about 70 people. Double R Enterprise is planning to construct a new building. Fisher Brothers Department Stores is anticipating new corporate offices that will add 90 people to the payroll. Total employment when all of the above expansions are completed will be about 750.

A new industrial park of 203 acres is now under construction.

Source: Mr. Richard Moody

4-9-73

OIL CITY FRANKLIN TITUSVILLE

In Oil City, Pearson Machine closed its doors in March for failure to pay I.R.S. quarterly taxes. Oil Well Supply is expanding. Quaker State will enlarge its laboratories if water improvements are made at the Seneca industrial park. The latest new industry is Reno Plastics which is located in Reno.

In the Franklin,area, Connair continues to expand. It has added 100 employees to the payroll. The Grandview Nursing Home will add 80 beds to its present facility. Adversely, Arnold Graphics has reduced employment from 130 to 40 because of union problems.

In Venango County, steep topography and lack of utilities sewerely limit industrial sites. Also, the present financial condition of the Penn Central and Erie Lackawanna will reflect negatively on future heavy industrial efforts in Venango County as rail lines are abandoned.

Source: Harry Fowler

In the Titusville Area, Trans Penn Wax Corp, whose plant was devastated by fire this past November, is now in partial production expecting full production within a few weeks. Their new building is expected to be completed on or about the same time schedule.

Known increase in industrial employment is approximately 85 full time and part time persons.

One plastic pipe manufacturer has increased factory floor space by 9,000 sq. ft. this year.

Business for the Titusville Industrial Park tenant continues to thrive and grow as orginally forecast.

Source: Ted Cox

4-13-73

SHARON FARRELL GREENVILLE

The trend in industries affecting employment in the Sharon-Farrell-Greenville economic activity area is away from steel in both Youngstown and the Shenango Valley. The growth in employment in transportation and trade has been great. This growth due to the Interstate road system. Recently, warehousing and trucking facilities for P I and I, McLean Trucking, and Eazor Express have been completed and have provided 1,000 jobs. Interstate Trucking is currently preparing for construction of a \$2 million terminal in Hickory Township. This terminal will create 400 jobs. Werner Continental is planning a \$707,000 terminal in Shenango Township that will create 159 new jobs. The new Shenango Valley Mall has provided employment and a \$635,000 commercial plaza is being constructed in Farrell. A proposed motel will be located at I-80 and Route 18 in West Middlesex.

With the advent of the 100,000 Sq. Ft. Westinghouse warehouse in Wheatland, the area may very well become a major distribution center.

Sharon Steel is planning a 10 million dollar expansion for two more BOF furnaces plus air pollution control equipment. About 200 jobs will be created by this expansion.

Sharon Steel has invested over three million dollars in air pollution devices and will commit another three million dollars for air and water pollution control.

Source: Jim Davis

4-17-73

WARREN

Several Warehouse expansions have taken place at Loranger Plastics, Whirley Industries, and New Process. The New Process facility is the most significant covering 348,000 square feet.

The Warren Bypass will increase employment for the next two years starting in the summer of 1973. It is believed the completion of the Bypass will expedite the development of an industrial park.

The recent completion of access roads to the Kinzua Dam will increase tourism.

Source: Joseph McAmbley

4-9-73

SOUTHWEST ECONOMIC DEVELOPMENT DISTRICT

SOUTHWESTERN PENNSYLVANIA DEVELOPMENT DISTRICT

(REGION10)

The economic indicators for the level of economic growth in the Southwestern Pennsylvania Economic Development District for the 1960 to 1970 period shows a negative net shift in economic performance. Population, market value of real estate, aggregate personal income, and value added by manufacturing factors have shown a considerable decline. However, the level of economic development indicates a steady improvement in family income, poverty level, unemployment, education level, industrial technology, industrial-urbanization, industrial diversification and highway development. With an improved infrastructure; a better quality of manpower; and technological sophistication, the region's rate of economic diversification has been considerably accelerated. As a result, the sectoral distribution of industrial composition shows that the less developed economic activity areas in the region have expanded their manufacturing industrial base significantly since 1968.

The region's main strengths for future economic and social development are its size and location which will enable the region to have the advantages of economies of scale. In addition to the size consideration, the region has a relatively well balanced infrastructure, skilled labor, capital market and a diversifying mix of economic

activity.

The potential for future economic growth is much stronger in the growth centers located outside the City of Pittsburgh. Although the City of Pittsburgh will be continuously the focus of regional economic growth, mounting social problems such as housing, poverty, crime, congestion, and other social disorganizations, will deter development in the metropolitan center.

Because of heavy social overhead costs and undesirable external economic factors such as the environmental problems in the Pittsburgh urban center, a rapid economic growth is anticipated in the economic activity areas having middle sized cities or smaller urban centers. The growth strategy, therefore, should be stimulating economic growth and urbanization in the less developed economic activity areas in the region, while guiding the urban economic functions in the larger cities.

Problems and Issues

Problems affecting regional economic development and improvement of the quality of life are associated with economic, social and physical factors:

Insufficient Employment Opportunity and Outmigration of Skilled Labor

Although the region lost population (4.5%) during the 1960-1970 period, there has been a substantial increase in the 14 to 30 year age group in the labor market. This increase is mainly due to the large

size of age cohort groups born in the Post World War II period. Although the number and productivity of manufacturing industries has increased in the region, the number of persons employed in manufacturing has not increased accordingly. In the non-manufacturing sector, the number of new jobs created also has lagged behind the growth of the labor force. Therefore, the large outmigration experienced in the past has substantially weakened the aggregate quality of the labor force in the region because of age and selective outmigration.

Unemployment and Poverty

Seasonal and chronic structural unemployment characterizes the unemployed in the region. Since the primary metals industry is the major employment source in the region, their production adjustment based on national business cycles often results in large scale layoffs. Those unemployed having a limited level of skill, tend to remain unemployed because of industry's technological demands and new skill requirements. The poverty level is acute not only among the inner-city social and economic minority but also the people in the abandoned coal mine towns throughout the region. The 1970 census indicates nearly 10.7% of all families in the region earn less than poverty level income.

Environmental Pollution

Concentrated urban settlements, increased use of private

automobiles, and industrial concentrations along major river valleys in the region have created severe air pollution problems. The Allegheny air basin in Pittsburgh, the Beaver Valley air basin in Beaver Falls, the Monongahela basin in Monessen and the Butler air basin (not officially designated) are polluted with sulfur dioxide and suspended particulate matter in excess of national primary ambient air quality standards. Most major rivers and streams in the region are polluted with industrial waste, mine drainage and untreated sewage. The industrial wastes, including oil, mercury, lead, copper, chrome, acidity and excessive alkalinity, are polluting the region's water resource with an irreversible state of water chemical composition. Untreated sewage is depleting the oxygen in the water to the extent that fish life may be extinct in the foreseeable future. Before the environmental condition becomes intolerable, massive capital investment and pollution control measures must be implemented.

Lack of Housing

An acute shortage of housing, particularly for low-income families, has persisted for many years and there is little indication that this condition will improve. Nearly 50% to 60% of the region's existing housing stock was built before 1939 and new housing was added each year since 1950 at an average rate of 1% to 2%. The regionwide housing vacancy rate is about 5% due to physical deterioration. Demand for housing has not been adequately met, due to factors associated with high construction cost, poor response from the

private market for low-income housing construction, residential segregation and building restrictions, and a marked disparity between the housing price increase and income improvement among the most needy segment of the population. Problems relating to financing, housing technological improvement, mass production, physical and legal barriers, etc., must be resolved through joint efforts between the government and the private sector. The major thrust of the government effort should be directed to foster the construction of low-income housing.

Transportation Services and Facilities

Over the past several years significant improvements have been made in the construction and improvement of inter-area arterial highway systems in the region. The Allegheny Valley Expressway, Interstate Rt. 79, the Beaver Valley Expressway and Interstate Rt. 70 not only provide growth area access, but also generated a large amount of local involvement in utilizing land near new highway interchanges as sites for industrial and commercial activity. Warrendale, Waynesburg, O'Hara, Harrison, New Stanton, and Rostraver are such industrial sites being developed due to the new highway network. What is critically deficient, however, is intra-growth area highway networks which link the internal circulation system to the arterial system. Access road development at industrial and commercial sites is a high priority requirement in the region. As industries expand their operations and facilities, the need for an air transportation system which is capable

of handling larger aircraft has been strongly recognized. The need for inner-city and intra-growth area mass transit systems must be given intensive and priority consideration as an alternate solution to the overloaded and inadequate intra-growth area circulation system in the region.

Health Care Services and Facilities

The Region's health care facilities built primarily in the 1930's and 1940's are now plagued by severe structural deterioration and overcrowding. Though the medical and health facilities in the region are largely concentrated in Pittsburgh, each growth center in the region has easy access to a hospital. Because of physical deterioration and overcrowding in most of the region's hospitals and health care centers, an increasing demand for quality medical and health service has remained unmet. In areas where a large portion of the labor force are mine workers, more laboratory and treatment facilities for black lung disease are required, while central city hospitals require expanded primary medical care to the urban poor. Nursing and paramedical manpower shortages also must be overcome through intensified vocational training programs in the region.

Mining Area Restoration

The earth scars left by strip-mining and underground mining operations has deteriorated the natural environmental quality and limited the productive use of the land. Restoration of mined areas

for various land uses in the urban areas of the region is particularly urgent. As has been noted earlier, mine drainage from the abandoned mines, mine dumps, land subsidence creates an undesirable environmental effect which in turn negatively affects economic development.

Thus, the region has a multitude of problems affecting its future economic development and the quality of life. Future development activities must be guided by the effective execution of developmental programs. In view of the region's potentials and problems discussed above the following regional development goals are formulated and ranked according to their importance:

Rank

- | | |
|---|--|
| 1 | Increased economic development |
| 2 | Improved health medical care services and facilities |
| 3 | Improved environmental quality |
| 4 | Improved transportation and service and facilities |
| 5 | Improved intellectual development and education |
| 6 | Increased physical development |

As the specific actions to achieve these goals the capital and human investment projects are selected and listed in the attachment for implementation in the coming year.

ECONOMIC ACTIVITY AREA 10-1

(BEAVER FALLS)

The Beaver Falls Economic Activity Area (EAA) consists of the city of Beaver Falls as its center and forty-five (45) fringe area municipalities. During 1960-1970 census period the EAA gained 1.2% in population (189,325 to 191,618).

The economic structure consists mainly of heavy manufacturing industries employing 47% of the employed labor force. Transportation, wholesale-retail, and service industries employ the bulk (38%) of the remaining labor force. The unemployment rate has fluctuated from 3% to 4% on an annual basis during the past five years.

The Beaver Falls Economic Activity Area is in the process of economic structural transition. During the 1960-1970 period, the net shift of value added by the manufacturing sector resulted in \$63 million decline. On the other hand, non-manufacturing sector including construction, retail-wholesale, services, professional services have exhibited continuing economic growth in the area. As a result of this structural change, the area's industrial diversification reached 65.8% out of 100% in an index of ideal mix.

In general, the Beaver Falls Economic Activity Area's growth potential is positive in view of the following facts:

- (1) A new regional shopping center (Beaver Valley Mall)

has been constructed.

(2) Expanded manpower training programs and facilities of the Beaver County Community College have been provided, and

(3) The Beaver Valley Expressway, which will generate significant opportunities for increased economic activities, is nearing completion.

The problems which hamper the economic development and adversely effect the quality of life in the area are numerous. The most significant problems relating to economic, physical and institutional aspects are summarized as follows:

Lack of Adequate Housing:

Housing shortages and a need for housing rehabilitation are seriously effecting individual health and welfare as well as community physical and environmental deterioration. 47% of the total housing units were built before 1939 while in the 1969-1970 period only 1.5% were built. Currently, approximately 3% of the housing stocks are vacant and uninhabitable. Only 67% of the total housing units are provided with public sewer services while 80% are provided with public water services.

Despite a pressing demand for increased supply and quality of housing, neither the private nor public sector have been able to cope with the housing problems. Housing for elderly, and low and middle income housing present the most pressing problems. In

cooperation with the Pennsylvania Department of Community Affairs (DCA), SPEDD proposes to build 236 units, senior citizens' housing, under the sponsorship of Beaver-Butler Homes, a non-profit corporation.

Insufficient Employment Opportunities and Outmigration of Skilled Labor

An average annual unemployment rate of 3% - 4% is lower than the adjacent Pittsburgh or Zelienople Economic Activity Areas, but the concern in regard to the unemployment in Beaver Falls EAA is the type of labor force that is constantly out of work. This includes the workers being laid off by primary metal manufacturing or heavy industrial manufacturing sector which apparently takes decreasing shares of gross area output. These unemployed constitute low skilled labor having a poor chance to be hired by other growing industries that require quality labor. Not only the seasonally and chronically unemployed but also educated and skilled manpower leave the areas seeking employment elsewhere. The problems related to insufficient employment opportunity and the outmigration of skilled labor are not due to the area's economic stagnation but due to disparities between the rate of growth of employable labor and the rate of economic growth in the area. To make the area more conducive for the location and expansion of new and existing industries those construction projects mentioned previously have been undertaken. Also being developed is an

auto-tutorial vocational equipment project for vocational guidance at Beaver County Community College.

Transportation Access

The Inter-Community Highway systems in the Beaver Falls EAA is better developed than other Economic Activity Areas in the region. The total highway mileage per square mile in 1970 was 5.51 miles in this Economic Activity Area. The Intra-Community Circulation system and Inter-Area Highway system are, however, inadequate, causing poor accessibility to major interstate highway systems. When the Beaver Valley Expressway is completed, the Inter-Area Highway system will be considerably improved.

Community mass transit is a critical necessity to handle commuter traffic volumes in the urban subcenters of the EAA and to provide a means of transportation for the non-car owners who constitute 14% of the work force. The six-year highway improvement program jointly developed by the Beaver County Planning Commission, Southwestern Pennsylvania Regional Planning Commission and Pennsylvania Department of Transportation is geared to alleviate some of the transportation problems discussed herein. This program will be coordinated with the economic development plan of the SPEDD effort.

Environmental Quality

The Ohio River is the major river that flows through the

Beaver Falls EAA and is heavily polluted with industrial wastes discharged from the heavy manufacturing industries located along its banks. The Beaver River receives discharges of industrial waste and sewage; Raccoon Creek is polluted by mine drainage and sewage; and Connoquenessing Creek, although a better quality stream, receives untreated sewage. Thus, the poor quality of water in this EAA is a contributing factor to environmental deterioration.

The Beaver Falls EAA is in the Beaver Valley Air Basin which primarily includes the Ohio and the Beaver River valleys. This air basin is heavily polluted by industries with excessive emission of suspended particulate matter and sulfur oxides. The current air pollution level exceeds the national primary ambient air quality standards in this air basin. Along with air and water pollution the existence of housings without adequate water and sewer systems and the decline of downtown business centers and neighborhoods further aggravate the environmental quality. To resolve some of the environmental problems identified above, SPEDD proposed to undertake four sewer projects in Beaver Falls EAA during 1973-74 fiscal year.

Availability of Health Care Services

Physical and mental health service facilities are inadequate to provide the needed quality services to the population. Overcrowded and non-conforming facilities have been the detrimental

factors for bringing an adequate health and medical delivery system to the EAA. SPEDD proposes one hospital construction project to alleviate some of the problems related to health care services during 1973-74.

Local Government Organization and Operation

In general, the outstanding characteristic of the local government in Western Pennsylvania Region is the multitude of governmental units which are no longer adequate in organization and operation to meet growing demands on the governmental services. The scope and nature of community services on related problems are no longer limited in the community boundary. They require solutions on an areawide basis. Intergovernmental cooperation, functional consolidation, and the joint undertaking of public projects, etc., have become a major operational priority to maximize the effectiveness and efficiency of local government. The SPEDD survey result, however, indicates that the lack of community leadership apparently hampers the process of local government. The Local Development District (LDD) concept under the Appalachian Development program is an excellent starting point for problem solving and development on an areawide scale. Modernization and improvement of local government organizational operations would be achieved through joint efforts by local government units, regional agencies such as LDD's state legislature and the state

government.

In view of the problems relative to economic development and the quality of life in Beaver Falls EAA, the following goals are formulated and ranked in accordance with their importance:

<u>Rank</u>	<u>Goal</u>
1	Increased economic development
2	Improve environmental quality
3	Improve medical and health services
4	Improve community physical development
5	Improved transportation system
6	Improved local government structures and operations

To achieve goals No. 1 and 2, it is proposed, as specific actions, that the municipal sewer projects attached be undertaken.

To achieve goal No. 3, it is proposed that Beaver County's hospital facilities be expanded and modernized.

To achieve goal No. 4, it is proposed that the Beaver-Butler area Senior Citizens' Housing (236 units) be developed. This work program is included as part of the Pennsylvania Department of Community Affairs housing program.

To achieve goals No. 5 and 6, SPEDD will perform a coordinating role for municipal and county level governments, regional agencies, state and federal government functional departments and State legislature.

ECONOMIC ACTIVITY AREA 10-2

(ZELIENOPLE)

Zelienople Economic Activity Area is characterized as a developing suburban area with Zelienople Borough as the center of economic activity. This EAA gained population - nearly 28% during the past decade. A 723-acre industrial park now being developed by the Regional Industrial Development Corporation has been a magnet for population in migration and economic growth in the area. Currently, Cross Electronics, Inc., W.W. Williams Company and Bulk Mail Center of the U.S. Postal Service have developed or are in the process of developing facilities within the industrial park. When completed this industrial park is expected to generate several thousand new jobs and further accelerate economic growth.

Among many problems related to the area's economic development and improvement of the quality of life - water pollution, lack of water and sewer facilities, basic community services and transportation access are identified as the major problems that deter the area's growth. The Connoquenessing River, the major water resources in the Zelienople Economic Activity Area is heavily polluted with untreated sewage and industrial waste. Only 39% of housing units have public sewer services and 46% of all housing units have public water services. The lack of adequate water and sewer facilities not only deteriorates the environmental quality, but

also adversely effects public health and welfare in general. The area's growth potential has been substantially strengthened since the opening of Interstate 79 which links this EAA to Pittsburgh, Erie, and the Great Lakes Area industrial complex. The land areas suitable for future industrial and commercial development in this EAA must be provided with basic water and sewer services.

The Thorn Hill Industrial Park, located at the intersection of Interstate 79 and Interstate 76 (Pennsylvania Turnpike), requires access to these major interstate highway systems to provide accessibility to the major markets as well as to improve the circulation system in the industrial park.

In view of the developmental problems described herein, three major goals are established and ranked as follows:

<u>Rank</u>	<u>Goal</u>
1	Improved transportation network
2	Improved environmental quality
3	Increased economic development

As a specific action to achieve goal No. 1, it is proposed that the Thorn Hill Industrial Park access road to the interstate system be constructed.

To achieve goal No. 2, it is proposed that the Evans City Borough sewer project be implemented.

Implementation of the specific actions proposed to achieve

goal No. 1 and 2 would strongly enhance the economic development potential of the EAA; hence, goal No. 3 will be achieved through systematic implementation of two preceding goals.

ECONOMIC ACTIVITY AREA 10-3

(BUTLER)

The City of Butler, the industrial center of Butler County, and 32 fringe area communities make up Butler Economic Activity Area, which has experienced substantial population growth and industrial development. During the past census period this EAA gained 9.4% (86,059 to 94,151) in population and 1960-1970 industrial output indicates that the net shift of value - added by manufacturing showed \$28 million increase. The manufacturing industry shares 36% of the total employed labor force of 44,000, leaving 52% to the non-manufacturing sector, 10% to forestry and fisheries and 0.2% to agriculture. In the manufacturing industrial sector, the primary metals industries constitute the basic strength of the area's economy. In the non-manufacturing sector wholesale, retail trade and government are identified as the primary employment sources. Although durable goods industries other than primary metals have shown significant growth in the recent years along with non-manufacturing service sector, the level of industrial diversification is still at 9.21% out of 100% ideal industrial mix. In general, a severely fluctuating unemployment rate of 4% - 9% per year in the Butler EAA is a direct result of the production adjustments of the primary metals industries which are highly sensitive to seasonal and cyclical regional and national economic behavior.

Hence, industrial diversification is a desirable priority consideration for the stabilization of employment and economic growth in the area. In addition, other major problems are detrimental to economic development and the promotion of the quality of life are identified and briefly summarized below:

Lack of Basic Water and Sewer Services

The 1970 census indicates that a public water system is available to 46% of the total housing units in the Butler EAA and public sewer service is provided to only 39% of all housing units. Most of these services, however, are available by the City of Butler and surrounding satellite urban centers leaving less developed fringe areas without such services. The lack of such services has become a direct factor in water pollution and has affected industrial location decisions in the private sector.

Environmental Quality

The Butler EAA has two river water resources: one is the Connoquenessing River and the other is Slippery Rock Creek. Untreated sewage and industrial waste generated by the communities and industries along the river channel have contaminated the Connoquenessing while Slippery Rock Creek is polluted by mine drainage. A SPEDD survey indicates that the water pollution problem has been the primary concern of this EAA. Although air pollution has not been identified as the major environmental problem, the air quality in Butler and some of the smaller urbanized areas

in the EAA is problematic. The levels of suspended particulate matter and settlement particulate in the city of Butler and surrounding communities exceed the ambient air quality criteria established by the Air Pollution Commission. The pollution sources are primarily identified as industries and concentrated urban settlements.

Transportation Access

Intra-community highway system and inter-area highway system improvement are much needed to facilitate industrial activities and industrial location decisions in this EAA.

The total highway mileage per square mile in the area is 4.09 which ranks 7th among the nine counties in the region. In order to promote industrial growth in this EAA, inter-area highway linking Pittsburgh and Interstate 80 must be improved to meet the increasing demand for inter-area transportation. Intra-community highway improvement is acutely needed to ease the access problems of existing and potential industries. As industrial development intensifies, the need for expanded air transportation facilities has been strongly recognized. To augment insufficient inter-area highway transportation systems, air transportation facilities must be upgraded to meet the increasing demand for such air transportation service as passenger flight and cargo transportation.

Housing Need

The housing conditions in the Butler EAA, in general, are

poor and inadequate to meet the pressing demand. 46% of the total housing units in the area were built prior to 1939 and 20% were constructed during the 1950's. Beginning in 1960 the housing supply has become increasingly inadequate. In 1969-1970 period only a 4% increase in the total housing stock was added to this EAA.

The most pressing need today is multi-family housing for the poor and elderly.

Attitude of Community Leadership

The concern about ineffective local government has been expressed by both public officials and citizenry, and this ineffectiveness has been observed as a direct result of poor community leadership and a lack of serious concern for making government work. Every level of local government is confronted with community problems beyond its financial and managerial capacity for resolution. Intergovernmental cooperation and positive commitment on the part of community leaders, elected or non-elected, is severely lacking. SPEDD, as a regional agency, will maximize its effort to bring the fragmented local government units into areawide problem-solving approaches through a program of education as provided by the Intergovernmental Personnel Act; a regional public works as provided by the Appalachian Development Program.

The following are goals formulated for the development of the Butler EAA in light of the problems assessed above and ranked in accordance with their degree of impact on the development of the

area:

<u>Rank</u>	<u>Goal</u>
1	Improved environmental quality
2	Increased economic development
3	Improved transportation network and facilities
4	Improved community physical development
5	Improved community leadership

For the achievement of the above stated goals, the following specific actions are proposed:

For goals No. 1 and 2, it is proposed that Center Township water project, Deshon Area sewer project, and the Butler County Community College master development plan be implemented.

For goal No. 3, it is proposed East Butler access road and Butler-Graham Airport runway expansion projects be implemented. These specific actions are also directly related to achievement of goal No. 2.

For goal No. 4, it is proposed that 236 units multi-dwelling senior citizens' housing be built in Butler. This project is incorporated in the Pennsylvania Department of Community Affairs housing program.

ECONOMIC ACTIVITY AREA 10-4

(KIT TANNING)

The Kittanning Economic Activity Area which is made up of Kittanning Borough and 17 peripheral communities is still in the process of economic structural transformation.

Economically, this EAA is one of the most depressed in the region due to decline of coal mining operations which were the single most important economic base of the area. Analyzing employment and industrial classification, mining and farming activities still contribute significantly to the area's gross output. Mining constitutes nearly 10% and farming 5% of the total employed labor force. The most important manufacturing industries include stone, clay and glass products and they employ 14% of the employed labor force in the EAA. Wholesale and retail trade, service industries and government are significant employment sources in the non-manufacturing sector. The decline of coal mining was the most severe blow to the area's economy and the impact has been shown on the annual unemployment rate. Since 1970 the average annual unemployment rate has fluctuated between 7% to 14.5%. Although the growth of non-manufacturing industries has significantly influenced the stabilization of the area's economy, promotion and development of manufacturing industrial base is essential for the economic recovery of the area.

As early as the inception of the Appalachian development program, SPEDD recognized the strong need for human investment as a strategy to vitalize an area. Hospital and vocational educational facilities supported by the Appalachian program helped create a better quality of human resources vital to economic growth. The Allegheny Valley Expressway which will link the area to Pittsburgh is a major external economic factor for the economic growth of the area.

As discussed herein problems affecting economic growth and the quality of life in this EAA are not only a high unemployment rate and insufficient employment opportunities but also the out-migration of skilled labor, high incidence of poverty, lack of adequate housing, a poor intra-community highway system, and water pollution. During 1960-70 this EAA lost population by 3.9% which was primarily the result of outmigration of younger workers. The 1970 census indicates that 11% of all families in the area had incomes below the poverty level. 61% of the existing housing stock was built before 1939. Except for the 1950's the increase in available housing amounted to 1.2% per year. Nearly 6% of the existing housing stock is vacant. Of the existing total housing units only 35% are publicly sewerred and 52% have a public water supply. Untreated sewerage industrial wastes, and mine drainage have caused severe water pollution problems in the Kiskiminetas River, Crooked Creek, Cowanshannock Creek, Mahoning Creek

and Red Brook Creek. Among those pollution sources, mine drainage and sewerage are the prime pollution factors.

Existing intra-community highway circulation systems are inadequate in carrying capacity and linkage to the arterial highway system in the region has been poor.

The nature and magnitude of the problems discussed above require both physical and human investment on a large scale.

The following developmental goals for the Kittanning EAA have been formulated and ranked in view of the long-term impact problems stated herein:

1. Increased economic development
2. Improved environmental quality
3. Improved transportation network and services

To achieve goal No. 1, it is proposed that water distribution system construction projects to be implemented for East Kittanning Borough, Worthington Borough and Rayburn Township. Also proposed is to implement the Manor Township sewer project. These proposed water and sewer projects are also direct actions to achieve goal No. 2. In conjunction with physical infrastructure development it is proposed that the Lenape Area Vocational-Technical School equipment project be implemented to upgrade the quality of vocational training to achieve goal No. 1.

To achieve goal No. 3, SPEDD will coordinate six-year

highway improvement project with Appalachian development plan
to enhance potentials of economic development in Kittanning EAA.

ECONOMIC ACTIVITY AREA 10-5

(INDIANA)

The Indiana Economic Activity Area's economic growth has been steady, owing largely to the development of four mine-mouth electric generating stations and associated mining operations. In addition, a new industrial park has been attracting manufacturing and research and development establishments. During 1960-70 period the net shift of value added by manufacturing was \$19 million and the aggregate net personal income shift indicates a \$10 million increase. New growth and industrial activities are concentrated along a growth axis linking Indiana, Homer City and Blairsville. In the manufacturing sector, electrical, non-electrical machinery and fabricated metal production showed steady growth while mining and related industries in the non-manufacturing sector also showed significant growth. During the last census period this EAA gained population by 7.7%.

As an external economic growth factor, Indiana University of Pennsylvania provides trained manpower for the area. Despite the evidence of economic growth, a restructuring of the area's economic base is highly desirable. The present level of industrial diversification is at 4.46% out of 100% of a desired mix. Mining and a few large manufacturing industries have been the basic economic strength of this area; thus the need for expanded service-

oriented industries and commercial and light industrial development. Past fluctuations of the unemployment rate from 4% to 7.7% attests to the structural instability of the area's economy.

The problems which affect the quality of life and economic development most includes insufficient employment opportunities, high incidence of poverty, lack of basic community services such as water and sewer, lack of adequate health and medical facilities, poor housing conditions, poor transportation networks and environmental pollution. The high incidences of unemployment and poverty are the results of a slow economic growth compared to a faster increase of labor force. In general, the existing housing stock is old. 61% was built before 1939 and the balance was built during the past three decades. A recent survey indicates that the 1969-1970 housing supply of 3% was better than any years in the previous three decades. Yet, shortages of low income multiple dwelling housing and housing rehabilitation is critical. Out of the total existing housing stocks only 54.5% are served by public water systems and 38.7% have public sewers. This inadequate community service contributed significantly to the deterioration of the area's water resources. The Conemaugh River, Blacklick Creek, Two Lick Creek, and Yellow Creek are all heavily polluted with untreated sewage, mine drainage and industrial waste. While the existing mine-mouth electric generating stations have provided economic strength to the area, the external by-product of that operation is air-pollution. The level of sulfur dioxide and particulate matters

in the air has become a major environmental concern in the area. Medical and health facilities are inadequate in providing quality medical care because of deterioration facilities and overcrowding. The most urgent need is to expand out-patient care. The Indiana EAA's intra and inter-area highway system is inadequate in its carrying capacity to promote economic development. A 1970 survey shows that the total highway mileage per square mile in this EAA is 3.86 miles which is the lowest in the region. An improved community highway transportation system and inter-area transportation system including airport facilities are priority actions to be implemented.

In view of the above stated problem relative to economic development and improvement of the quality of life, the following developmental goals have been formulated and ranked in accordance with their importance:

<u>Rank</u>	<u>Goal</u>
1	Improved transportation facilities
2	Increased economic development
3	Improved environmental quality
4	Improved physical and mental health services

As specific actions to achieve the formulated goals, the following projects are recommended to be implemented:

For goals No. 1 and 2, Indiana County's Jimmy Stewart

Airport expansion project and Florence Mining Company access road project be implemented.

For goal No. 3, Homer City and Saltsburg, sewer treatment projects should be undertaken.

For goal No. 4, Indiana Hospital out-patient, laboratory, and nursing facilities are proposed to be constructed.

ECONOMIC ACTIVITY AREA 10-6

(PITTSBURGH)

The Pittsburgh Economic Activity Area is the dominant growth center of the entire Southwestern Pennsylvania region. With the city of Pittsburgh as its center, this EAA is comprised of Allegheny County and portions of adjacent Armstrong, Beaver, Butler, Indiana, Washington and Westmoreland Counties. The city of Pittsburgh is the center of cultural and educational activities, and is also the major employment source of this EAA. Though physical obsolescence, Pittsburgh and numerous river valley communities have experienced an economic decline, but the rapid economic growth in other sub-centers in EAA has overcome this shortcoming. Consequently, the area's overall economic growth still surpasses other EAA's in the region. Pittsburgh maintains strong ties with the remaining growth areas in the region with respect to wholesale trade services, education and cultural services, professional services, commuting patterns, transportation networks, and inter-firm and inter-industry trade, etc. Through these linkages the Pittsburgh EAA functions as the regional center which provides a "spinoff" of innovation and technological efficiency to the remainder of the region creating a long-run spread effect of economic growth.

The economic strength of the Pittsburgh EAA is still largely based on primary metals and heavy manufacturing. A 1970 survey shows that the level of industrial diversification in Pittsburgh EAA was 9.35% desired industrial mix. Primary metals, stone, clay and glass products, fabricated metal products, non-electrical machinery, and electrical machinery industries together employ 74.3% of the total manufacturing employment of which 41% are employed in primary metals manufacture.

An analysis of past economic growth trends indicates, however, that non-manufacturing and service-oriented industries account for a greater proportion of the area's gross output increase in the recent years. During the past ten year period (1960-1970) employment trends in Pittsburgh labor market attest to this shift. The greatest employment gain was observed in the non-manufacturing sector including construction, wholesale-retail trade, finance, services and government at all levels. In 1960, only 57% of the total civilian labor force of 896,680 were employed in non-manufacturing sector; but by 1970 this proportion was increased to 65%, while manufacturing employment declined from 32% to 27% in total employment composition. This clearly indicates that the economic turnaround has been set in motion in the Pittsburgh EAA.

The changes described above are the result of many internal and external economic changes. These changes include intensified industrial park development, industrial promotional activities

including financing, better educated labor force, more female work force participation, improved communication network including highway systems, favorable consumer market conditions, and diversity of the job market. The heavy outmigration of the 1950's and 60's has been curbed to a considerable extent. The population loss of this EAA during the past census period was only 0.3% (1,780,936 to 1,766,577).

There are some problems that the area's growth and other problems that are severely effecting improvement of quality of life in this growth area. The problems that require priority consideration include the lack of housing, insufficient employment opportunities, poverty, transportation access, environmental pollution, inadequate health care facilities, attitude of community leadership and crime and juvenile delinquency. The 1970 census indicates that 52% of the total housing units of 533,189 were built before 1939. Since 1950 the number of housing units declined at a faster rate despite the increase of housing demand. 4% of the total housing units are vacant due mainly to deterioration. A critical shortage of housing exists for low income families and senior citizens.

The Pittsburgh EAA as a part of the Pittsburgh labor market area had between 4.5% and 6.1% unemployed since 1972. Among unemployed are mostly unskilled and younger age group in the labor force. Upgrading of skill levels for these components of the labor force is a necessary requirement for the area's economic

growth. Also needed are rehabilitation and upgrading of vocational skills for the mentally or physically handicapped. The percent of all families with income less than poverty level is 7.1%.

With respect to transportation services and facilities, the Pittsburgh EAA is lacking inter-area transportation access. Existing arterial highway systems, including U.S. 76, 22, 19, and 51 are overloaded with excessive traffic. The Allegheny Valley Expressway, U.S. 79, Beaver Valley Expressway, and the proposed Mon Valley Expressway would relieve current inter-area traffic problems. To relieve inter-area and intra-area commuting traffic volume and to reduce inner city traffic congestion and automobile based air pollution, need for an integrated mass transit system is urgent.

The three major rivers in the Pittsburgh EAA, including the Monongahela, Allegheny, and Ohio, contain a large amount of pollution. The industrial waste, mainly of primary metal production waste, and untreated sewage are the major polluting sources. Although 90% of the area's housing units are sewered by a public system, the sewer waste from the remaining unsewered areas and existing sewer systems that are operating over capacity are causing sewer water pollution.

The Region's health and medical facilities are largely concentrated in the Pittsburgh EAA serving not only Pittsburgh and fringe areas but also providing special medical services to other

growth areas in the region. Facility deterioration and obsolescence are found to be the most critical problems in providing adequate health and medical service.

Along with water pollution, air pollution also deters the area's growth considerably. The Allegheny air basin of which the Pittsburgh EAA is a part, has an air quality rating that is less than the national primary ambient air quality standards for sulfur oxides and particulate matter.

Underground mine and strip mine areas restoration is one of priority projects to be undertaken for land restoration for future development and for environmental protection.

In consideration of the problems discussed the following development goals have been established and ranked according to their importance to the Pittsburgh EAA growth.

<u>Rank</u>	<u>Goal</u>
1	Increased economic development
2	Improved environmental quality
3	Improved health and medical services
4	Improved community physical development

To achieve the goals identified above specific projects as attached are proposed to be implemented.

ECONOMIC ACTIVITY AREA 10-7

(WASHINGTON)

The Washington Economic Activity Area, comprised of the city of Washington as its center and 17 fringe area communities, has achieved relative economic stability, although the net shift of value-added by the manufacturing indicates a \$4.4 million decline. The area's growth industries have been primarily non-manufacturing and service-oriented industries which have been introduced in the area through urban renewal efforts and strategic highway locations such as U.S. Rt. 79 and 70.

The area's dominant employment source is still in the manufacturing sector including electrical machinery, stone, clay, glass and concrete products, machinery, primary metal, fabrication and metal and electric power generating. Agriculture, including crops, livestock and related products, and mining, including bituminous coal, natural gas and crude petroleum, share a substantial portion of the area's gross output. Although considerable industrial diversification has been achieved during the past decade, 1970 survey shows that the industrial diversification index is 8.62% of 100% ideal industrial mix. Therefore, the area's economic growth necessitates further diversification of its industrial base so that the outmigration of skilled labor and the population decline could be curbed. During the last census period (1960-1970) the area lost 1%

of its population. In recent years the unemployment rate has been fluctuating between 4% to 6.5% depending on heavy industries' cyclical or seasonal production adjustment.

The area's poverty level is relatively high. The 1970 Census shows that nearly 10% of all families were earning an income of less than poverty level. Reported medium family income in 1969 was \$8,664 which ranks 5th in the Region. A recent survey shows that persistently low personal income and poverty are the most serious problems in the area. Also, the lack of adequate housing, transportation access, and water pollution are identified as the serious deterrents to economic development and improvement of quality of life. Out of 66,149 existing housing units, 58.5% were built before 1939. Since 1950 the new housing starts were not enough to overcome demand. Due to deterioration housing vacancies reached nearly 4.1%. Low and middle income housing is particularly needed.

The 1970 Census of Housing indicates that 75.6% of all housing units are provided with public water but only 50.3% have public sewer facilities. The pollution of major streams in the area is largely caused by the untreated municipal sewerage.

What is lacking in transportation is intra-community highway systems and access from major transportation corridors to specific industrial sites and job centers.

One of the major economic growth resources in the area is

tourism.

Because of its deep-rooted historical events and heritage surrounding the city of Washington, the Washington County Industrial Development Agency and the Tourist Promotion Agency are making joint effort to mobilize the historical resources for economic development.

Based upon comprehensive analysis of the problems identified above, the following development goals are formulated and ranked according to their importance:

<u>Rank</u>	<u>Goal</u>
1	Increased economic development
2	Improved environmental quality
3	Improved transportation access
4	Recreation and cultural enrichment

In order to achieve the above stated development goals, various projects have been evaluated for selection to maximize the projects impact on realization of such goals.

The attached project sheet shows the selected project with ranking for implementation.

ECONOMIC ACTIVITY AREA 10-8

(MONESSEN)

The Monessen Economic Activity Area is comprised of the City of Monessen, a number of smaller urban settlements along the Monongahela River and a contiguous fringe area of communities which represents the second largest of the region's economic activity areas. Sixty-five (65) local government units from four counties including Washington, Fayette, Greene and Westmoreland make up this EAA.

This area's economic base has been largely made up of primary metals and fabricated metal industries which located in the Monongahela Valley in the early steel era. Consequently, a greater portion of its problems are related to industrial facilities obsolescence, and community facilities deterioration, along with poor environmental quality. During the 1960-1970 census period this EAA lost 4.2% of its population due largely to the outmigration of the younger labor force. Because the area's employment heavily relies on primary metal industries, the unemployment rate fluctuates between 4% and 6% a year.

Like other steel-making areas in the Southwestern Pennsylvania Region, this EAA has been experiencing severe structural unemployment.

Urban renewal activities in Monessen, Donora, Monongahela,

Charleroi, California, Brownsville and Masontown have, however, considerably improved the general physical environment, and area-wide governmental organization and agencies such as the Mon Valley Progress Council, the Mon Valley Council of Governments and the Middle Monongahela Industrial Development Association are strong indications of the area's progressively-minded public and private institution.

A recent survey shows that the attitude of community leadership was regarded as the most serious problem affecting the area's development. As previously stated, the cooperative approaches taken by the area's local governmental units, show a positive direction toward areawide problem solving.

The Mon Valley Expressway, when completed, will open a major access to Pittsburgh and the Interstate Highway system providing significant locational advantages for industry. In the past a lack of inter-area transportation was the most critical deterrent to the area's economic growth. With the Mon Valley Vocational-Technical School and California State College supplying manpower resources to the EAA, another positive step has been taken for this area's economic viability.

The need for air and water quality improvement is a priority consideration for future development. The Mon Valley air basin along the Monongahela River industrial complex and its communities is classified as a heavy air pollution source in the Region. The

level of pollution by sulfur dioxide and particulate matter has exceeded the national primary ambient air quality standards for both of these pollutants.

The Monongahela River in the EAA is receiving untreated sewage and industrial waste and a portion of Ten Mile Creek in the area is polluted by raw sewage and mine acid drainage.

A 1970 survey indicates that only 43% of all housing units have public sewer systems and the remainder have either on-lot sewerage or none, creating river and underground water resource pollution.

In view of the problems and some positive factors for future economic development previously discussed, the following development goals have been formulated and ranked in accordance with their anticipated impact:

<u>Rank</u>	<u>Goal</u>
1	Increased economic development
2	Greater intellectual development and education
3	Improved environmental quality

To achieve the above stated goals the projects listed on the attachment are proposed as specific actions:

ECONOMIC ACTIVITY AREA 10-9

(GREENSBURG)

The Greensburg Economic Activity Area consists of 21 municipalities in Southwestern Westmoreland County. The cities of Greensburg and Jeannette have been the economic activity centers of this EAA in the past, but new economic growth has been experienced in the fringe communities including South Greensburg, New Stanton and Hempfield. This new growth has been triggered by its geographical proximity to Pittsburgh and its industrial links to Pittsburgh area. Although the Pennsylvania Turnpike and U. S. Route 70 provide arterial highway network to this EAA and others, inter-area highways such as Rt. 22 and 30 directly connecting Pittsburgh and Greensburg areas are highly inadequate in capacity to handle current traffic volumes. Thus the lack of inter-area highway systems has been singled out as a most critical deterrent to economic growth in the area. Despite the poor intra-area accessibility, this EAA has been gaining population from the Pittsburgh metropolitan area due to our outward population shift. During 1960-1970 period the area's population increased by 10.9%. It has been observed, however, that not all immigrants are absorbed by area industries. The commutation pattern between the Greensburg EAA and the Pittsburgh EAA shows substantial employment linkages between the two centers.

The area's economic strength is based on manufacturing industries including primary metals, machinery, stone-clay-glass, electrical machinery, and fabricated metal. Agriculture including dairy production and greenhouse production substantially add to the area's gross output along with natural gas and bituminous coal production. The mineral extraction industry, once the leading industry in the area, has been replaced by manufacturing, non-manufacturing, and service industries bringing the area's economic shift. By 1970 the level of industrial diversification reached 9.6%, which means that more industrial diversification is desirable for the area's economic and employment stability. In 1970 the annual average unemployment rate was 5.3%. This EAA requires intensified development of physical infrastructures such as sewer system, inter-area highway network and of human capital development.

Other problems associated with development include the lack of housing, particularly low and middle income housing and water quality improvement. 50% of the existing housing stock was built before 1939 and the rate of new housing construction has been descending continuously since 1950, despite a pressing demand for new housings and housing rehabilitation.

Out of the total existing housing stock only 55% are provided with public sewer services. This, then, was led to ground water and stream pollution. Two major water resources, the Youghiogheny River and Sewickley Creek, are polluted with untreated sewage and

mine drainage.

Considering the short run and long term implications of the problems discussed above, SPEDD has formulated the following developmental goals and ranked in accordance with their importance to alleviate some of the more urgent problems:

<u>Rank</u>	<u>Goal</u>
1	Increased economic development
2	Improved intellectual development and education
3	Improved environmental quality

As the specific actions to achieve the above stated goals, the projects listed in the attachment are proposed to be implemented.

ECONOMIC ACTIVITY AREA 10-10

(LATROBE)

The economic strength of the Latrobe Economic Activity Area which is comprised of Latrobe Borough and four (4) fringe communities in the East-central part of Westmoreland County, lies on primary metals, machinery and electrical machinery industries. The unemployment rate has been severely fluctuating between 4.5% and 6.5% depending upon production adjustments of primary metals and processing industries. During 1968 through 1971 the area experienced stagnation due to large scale layoffs and marginal operations of primary metal industries which are highly sensitive to regional and national economic cycles.

However, recent plant expansions of major industries such as Carborundum, Inc., Latrobe Forge and Spring, Inc., Latrobe Steel Company, Carrier Corporation, Imaging Systems Corporation, and Hydro-Carbide Corporation has strengthened the area economy by providing new jobs and industrial diversification. This stepped-up economic activity is the result of improved air transportation facilities, Area Vocational-Technical School, infrastructure improvement such as Latrobe Borough sewage disposal project, flood control and urban renewal activities to improve the physical environment and human capital.

The lack of employment opportunity has been the most

serious impact of slow economic growth, while other problems such as poor highway transportation systems, the lack of basic community services, housing shortages and water pollution have been the direct causes for economic stagnation.

This EAA's most serious shortcoming is lack of adequate inter-area highway systems. U.S. Routes 30 and 22 located at the north and south end of the EAA function as major arterial ways but their capacities and location are inadequate. In fact, Latrobe Airport supplements this inter-area transportation service. Also needed is an intra-area highway system that would link the arterial system.

Except Latrobe, the fringe area communities, in general, are without public sewer systems. As a result the area's water quality has been deteriorating. The Youghiogheny River, Jacobs Creek, and Loyalhanna Creek are receiving sewage, mine drainage and industrial waste of varying intensity.

The scope and nature of the problems discussed above require various types of solutions which must have clearly defined priorities and efforts from the public and private sectors.

In view of the problem analysis, it is SPEDD's proposal that the following development goals be implemented according to their ranking of importance:

<u>Rank</u>	<u>Goal</u>
1	Increased economic development
2	Improved transportation and communicative services and facilities
3	Improved environmental quality

As specific actions to achieve the above stated goals, the projects listed in the attachment are proposed to be implemented.

ECONOMIC ACTIVITY AREA 10-11

(UNIONTOWN)

The Uniontown Economic Activity Area which covers the major development axis linking the urban communities of Uniontown and Connellsville in Fayette County, and Mt. Pleasant in Westmoreland County, has achieved significant economic stability during the past decade.

In the early part of the 20th century this EAA was the coking center of the entire nation. From 1919 to 1940 the coal mining employment accounted for three to four times as many jobs as manufacturing. In 1919, 25,370 miners were employed, whereas the manufacturing industries employed only 9,804 workers. Similarly in 1940, 18,753 miners outnumbered 5,279 manufacturing workers.

Today in 1973 there are no major coal mining operations remaining in this area. Approximately 800 miners are currently employed in the small scattered operations in the area. Since World War II, the county's economic base has shifted from the coal-based economy to manufacturing. The transition, however, has been painfully slow, and the time lag between the peak of the prosperity of coal-based economy of 1920-1940 to present level of manufacturing economy took several decades. As a result, the social and economic impact of this economic readjustment has been

severely felt in the area. The consequences were high unemployment of relatively unskilled miners and heavy out-migration of productive and better educated younger age groups.

From 1952 through 1964 the annual unemployment rate for the county has not dipped under 10%. Only in 1966 the unemployment rate was recorded as 5.2%. This low level of unemployment was caused not because of rapid increase of the employment opportunities but resulted from the attrition of the total work force. There were fewer people seeking work, either because they had moved out of the labor market or simply dropped out of the labor force. Mass exodus of younger work force (20-24 age group) from the county area has contributed significantly to the downward trend of county population from 1940 to the present time. During last census period this EAA lost 4.3% in population.

Since April 1971 the size of labor force remained relatively stable at 30% of the total population (154,667 - 1970 census) and the unemployment rate has been fluctuating between 9.1% and 12.2%. Consequently, poverty is the most acute problem. A 1969 survey shows that 16.7% of all families had income of less than poverty level. The median family income of \$7,150 is the lowest in the Region.

An area such as this which has been experiencing severe out-migration of the most productive manpower, with large numbers of marginal quality of labor force has never been an economically

desirable location for industrial investment. Reversing the economic trend being experienced in this EAA has not been an easy task. In 1955 the Fayette County Development Council was created and spear-headed the drive for industrial development through job development; manpower training; community infrastructure construction; acquisition of industrial sites; promotion of industrial development, housing, tourism; and preservation of natural resources. These local efforts were then supported by the State and Federal governments. As a result of a joint effort put forth by Fayette County and other levels of government, private industry has responded to industrial development promotion. During 1958-1962, eleven new industrial establishments were located in the county. The total capital expenditures amount of \$4.3 million, creating 857 new jobs, and the size of employment is expected to reach 1,700. During the same period, six (6) existing industries completed expansion providing facilities for an additional 512 employees with an ultimate increase to 735. The capital expenditures for these expansions totalled \$750,000. From 1963 to the present, 15 more new industries and 45 existing firms have been developed or expanded. The result of these private industrial developments, in conjunction with the public investment, brought about manufacturing industrial-based economy to this EAA. In terms of employment, the largest employer is the Stone, Clay, Glass, and Concrete Products Group whose 11 establishments employ 21.2% of the total manufacturing

workers. Next in line, with 15.12% is the Apparel Group. The Fabricated Metals Group, Transportation Industry, and the Lumber and Wood Products Firms each employ 13.8%, 10.6% and 8.4%, respectively. The Food Processing Industry with 8% and the Non-Electrical Machinery Group with 6% are also important sources of employment. Although the area's economy in general has shown considerable improvement through increased manufacturing output (net shift of value added by manufacturing amounts to \$6.5 million during 1964-1974). A level of industrial diversification is highly desirable to stabilize the area's economy. The current level of industrial diversification is 4.5%.

Area Vocational Technical Schools and Penn State University Center provide an increased supply of quality manpower, while the Laurel Highlands provides excellent tourism and recreation, which complement the industrial growth. Some significant economic growth determinants include expanded airport facilities, a 500-acre industrial park system at 4 different sites and an areawide land bank and information system.

In addition to the problems related to high unemployment, poverty, and economic base diversification discussed above, this EAA as other EAA's in the region has a housing shortage; poor intra-area highway systems; a lack of health care service and facilities; and water pollution. These problems not only deter the economic growth, but severely effect the improvement of the

quality of life.

The 1970 census shows that nearly 67% of the existing housing stock in the EAA was built prior to 1939 and the supply of housings in subsequent years never exceeded an increase of 10.8% in any 10-year period. 5.3% of the current total housing stock are vacant due to absentee ownership or physical deterioration.

At present, 44% of total housing units have public sewers and 78% have public water. Water pollution at George's Creek, the lower reaches of Indian Creek, the Youghiogheny at Connellsville is caused by the untreated sewage discharges and mine drainage.

Intra-area access road systems linking the Uniontown-Connellsville axis to Laurel Highlands area is highly necessary to promote economic interaction. Also lacking are access ways connecting major economic generators such as industrial parks and learning institutions in the area.

A recent survey indicates that this EAA is lacking coordinated health and medical delivery systems and necessary facilities. In general, the availability of medical and health care at the fringe areas of this EAA is inadequate and poor.

To help solve the problems identified above and to further stimulate economic growth in the Uniontown EAA, the following developmental goals are formulated and ranked in accordance with their relative importance and impact:

<u>Rank</u>	<u>Goal</u>
1	Improved health care services and facilities
2	Increased economic development
3	Greater intellectual development and education
4	Improved transportation and communication services and facilities
5	Improved environmental quality

In order to achieve above goals the attached list of projects are proposed as the specific actions.

ECONOMIC ACTIVITY AREA 10-12

(WAYNESBURG)

The Waynesburg Economic Activity Area covering the central part of Greene County is comprised of 6 communities with Waynesburg as its center.

This EAA has been losing population steadily since 1950 because of the decline in coal mining operations and the lack of employment opportunities. Population out-migration has resulted in a significant impact on the age composition of the labor force. The very young and older groups now make up a large portion of the workforce. Fortunately, the rate of population decrease has reduced significantly during the decade of 1960 to 1970 (-2.8%), and it is now anticipated that this trend of population loss will be reversed in the decade of the 1970's.

The current labor force participation rate is 32% and the unemployment rate is 5.2%. Workforce age and sex distribution indicate that large numbers of female workers are employed by the labor intensity industries, such as the apparel and related products, and that aged workers are still largely engaged in mining and farming. The age composition of the population shows a large group under 14 years of age and a significant portion of the population over 45 years of age.

A 1973 survey shows that 31% of the employed labor force

(10,900) were engaged in mining operations, 10% in farming and 7% in manufacturing. Wholesale, retail, service industries and government make up an additional 12%. As these figures indicate, mining is still a significant employment source and is the leading local industry in the county, although manufacturing industries have shown significant progress since 1970.

This progress and anticipated industrial development, in the Waynesburg Growth Center, is the result of the combined development efforts put forth by the County Government, Industrial Developments, Inc., and other public and private sector involvement.

Physically, the construction of Interstate 79 created a new locational advantage for the industries to be located here and, as a result, the potential for industrial park development along the inter-area highway system became enhanced.

Along the Interstate 79 are over 650 acres of industrial land. Immediately to the south on T.R. 21 is a completely developed 51 acre industrial park on which two industries are presently located. These two industries are employing 350 people. Public investment on this site, in addition to local sources, includes state site development grants for water and sewer lines, Environmental Protection Agency grant for a sewage treatment plant, and an Appalachian Regional Commission grant for an access road.

On T.R. 188 is a 260 acre industrial park owned publicly with rail and public water service. Adjacent to this 260 acre tract, also with rail and public water, is an additional 125 acres for

which the County Industrial Development group is now negotiating. In addition, the Area Vocational Technical School supplies demanded skilled work force for the economic transition in the EAA.

A 1969 industrial survey shows that the salaries and wages have gained nearly \$840,000 over a period of a decade. This indicates a slow but steady economic recovery through revitalization of coal mining and electrical generation. Yet, unemployment and poverty is still very significant. A 4% - 7% unemployment rate during the 1972 and 1973 period is an indication of the unstabilized nature of the area's economy.

Inducements to manufacturing and service sector industries to balance a heavily mining-oriented economy is the first order of development priority. 17.8% of all families in this EAA earn less than poverty level income according to 1969 survey data. Other problems such as lack of adequate housing, inadequate intra-area highway network, access to industrial parks and environmental pollution, particularly water quality deterioration are the external factors which deter area's development.

The majority of the existing housing stock was built before 1939, and less than 1% of the current 12,503 housing units were added yearly since 1950. 7.3% of the existing housing stock is vacant due to absentee ownership and deterioration of structures. Only 60% of the housing units have public water service and 37% have public sewer services.

The area's major streams such as the Monongahela, Ten Mile Creek, and Whitely Creek maintain a poor water quality, but these streams are receiving untreated sewage and mine acid drainage.

Alleviation of some or all of the problems discussed above require intensive capital investment in infrastructure construction and human capital development. The following are the development goals formulated in view of the problems and developmental potentials discussed:

<u>Rank</u>	<u>Goal</u>
1	Increased economic development
2	Improved transportation and communication services and facilities
3	Increased intellectual development and education
4	Improved environmental quality

As the specific actions to achieve the above stated goals, a list of projects is attached for implementation.

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